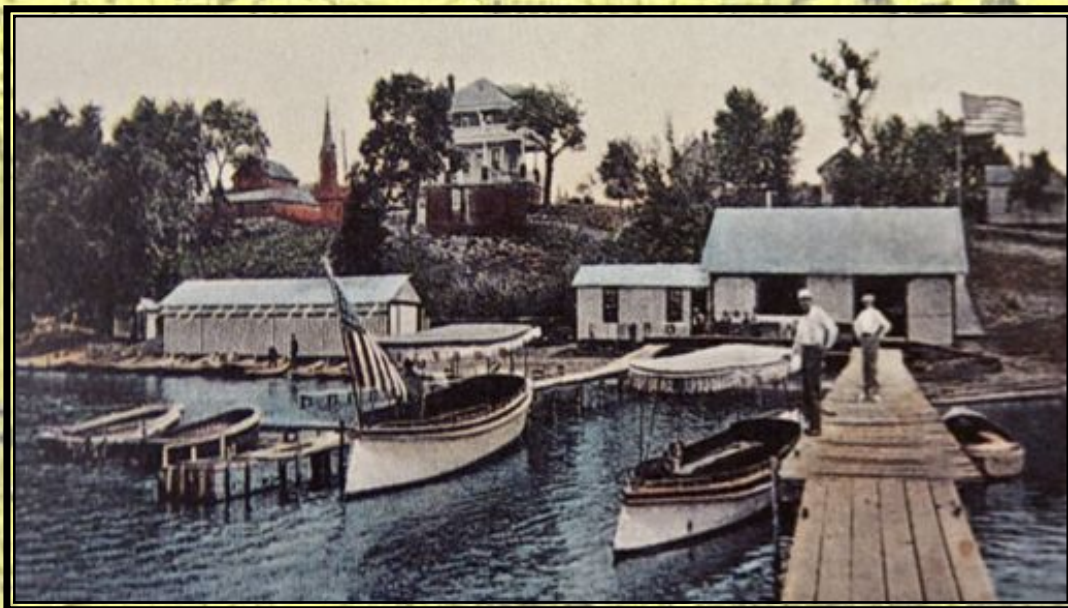


# MARITIME HERITAGE MINNESOTA



Ann Merriman  
Christopher Olson

## Lake Waconia Survey Report



## Acknowledgments

Maritime Heritage Minnesota (MHM) thanks the People of Minnesota for their support of the Minnesota Historical and Cultural Heritage Grant program, part of the Clean Water, Land and Legacy Amendment; without the MHCH Grant MHM received to conduct this survey, the work could not have been completed. MHM would also like to acknowledge the Grants Office Staff at the Minnesota Historical Society for their assistance and we thank Scott Anfinson and Bruce Koenen of the Office of the State Archaeologist for their input. The MHM staff spent many hours at the Minnesota Historical Society Library and we appreciate their helpful and knowledgeable staff. MHM digitized all of the MNHS images presented in this report. MHM also thanks Eve R. Weipert and Wendy Petersen Biorn of the Carver County Historical Society for their assistance, and we thank Paul Mechert and the Waconia Heritage Association for permission to use copyrighted material from the book *Waconia: Paradise of the Northwest* that greatly enhances this work. MHM also extends thanks to Scott D. McGinnis for permission to use one of his photographs. Lastly, MHM thanks our Board Members Deb Handschin and Steven R. Hack for their efforts and a special thanks goes to MHM Chair Michael F. Kramer for his substantial in-kind donation to this project.

Cover: The Weinzierl Boat Livery on Lake Waconia, with the torpedo stern gasoline launch *Chief* and another launch that is probably the *Klondyke* (Lahr et al 1968, 91, courtesy of the Waconia Heritage Association, digitized by MHM).



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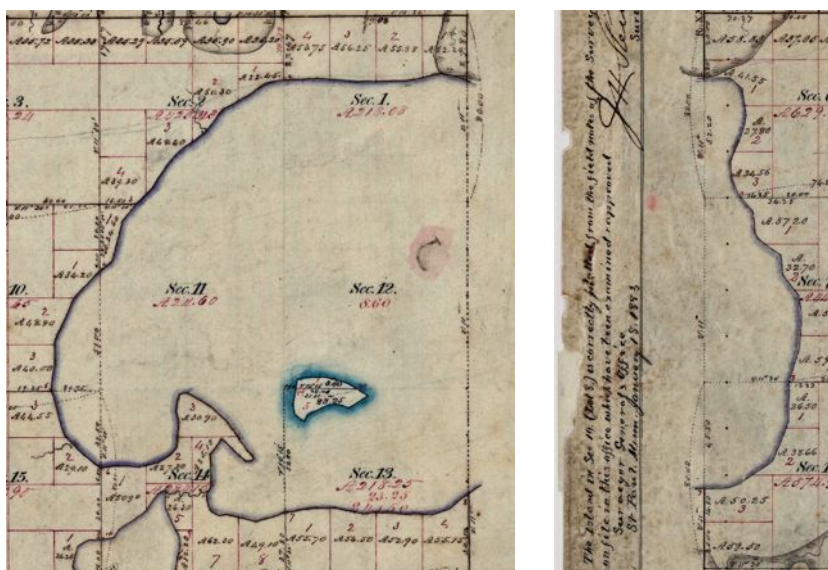
## Introduction

Maritime Heritage Minnesota (MHM) conducted a side and down-imaging sonar survey of Lake Waconia in August 2012 as part of the White Bear Lake and Lake Waconia Survey (WBLLWS) Project. With the completion of the WBLLWS Project, Lake Waconia (LW) is the second of three bodies of water within the borders of Minnesota to have been completely surveyed for submerged archaeological resources. Prior to this survey, no nautical archaeological sites or shipwrecks had been identified in Lake Waconia. This report presents the findings of the Lake Waconia portion of the WBLLWS Project and includes a maritime history of the lake. The results of the White Bear Lake portion of the project can be found in MHM's *White Bear Lake Survey Report*.



## A Brief Maritime History of Lake Waconia

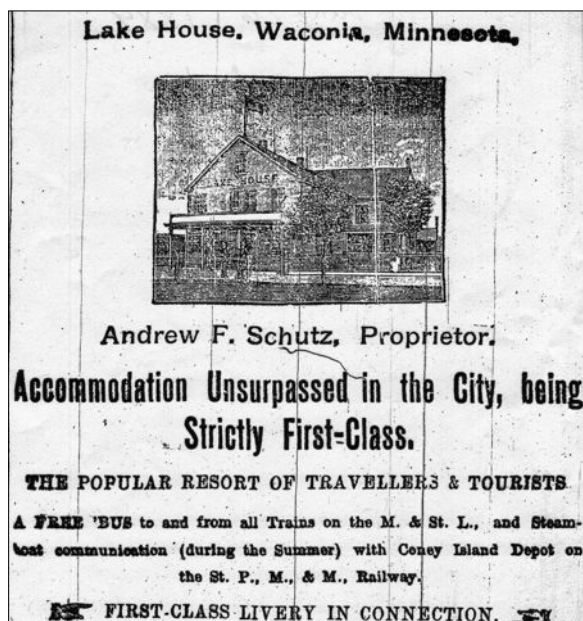
Between 16,000 and 9,000 years ago, the advance and retreat of a glacier created Carver County's Lake Waconia, a large open lake that is approximately 3 miles wide by 4 miles long. The lake is relatively shallow with a maximum depth recorded during MHM's survey as 43 feet. The area around Lake Waconia has been occupied continuously for the last 5,000 years and by the 1700s, Carver County was Native American land, specifically Iowa and Cheyenne territory. By 1750 the Dakota pushed the Iowa and Cheyenne out of the area and for the next 100 years Lake Waconia was Dakota territory. By 1851, the Traverse des Sioux and Mendota Treaties opened Carver County to European settlers but it is apparent that settlers were on Lake Waconia's – then called Clearwater Lake – south shore by 1849. In 1856-1857 more settlers arrived, in 1857 the village of Waconia was platted, and by 1858 nearly the entire lakeshore was claimed. 'Waconia' apparently was derived from the Dakota term for the lake – *Meday Wa Ko Ni Ya* – that translates to Lake of the Fountain or Spring. Lake Waconia has one island, Coney Island of the West, that is nearly 32 acres in size and lies about 1/2 mile from Waconia (*Carver County News* 1887a; Lahr et al 1986, 14-15, 17-18).



The first survey of the Lake Waconia area in 1872 produced the two maps above. The lake is on two different maps because it spans across two townships (Original Land Survey Maps of Minnesota Collection 1872).

The establishment of boarding houses and hotels on Lake Waconia, and the construction of railroads on either side of the lake fed upon each other in terms of town settlement and economic growth that was partially dependent on the summer tourism trade – like those of Lake Minnetonka and White Bear Lake. This trade led to an impressive number of watercraft on the lake between the 1880s and the 1910s. The Minneapolis and St. Louis Railroad (M&StL) constructed the first line to Waconia on the lake's southern shore by 1881 or 1882. The Minneapolis, Lyndale, and Minnetonka Railway (later part of the Great Northern Railway) arrived on the lake's north shore in 1886, connecting with steamboats at the Coney Island Station located there. From this point, passengers were taken directly to Coney Island of the West or to Waconia. John Behrenfeld constructed the first hotel in the town – the Lake House – prior to 1862. He sold the hotel to John Maetzold in 1871 after which time the establishment also became

known variously as the 'Lakeshore House' and the 'Lake View House' in addition to its real name, the Lake House. In 1877, Mr. Maaetzold sold the Lake House to Andrew F. Shutz who expanded the hotel's interests to include a flotilla of small boats and a large dock by 1884. In 1885, the large steamboat *Niagara* joined his fleet of watercraft. Minnesotans flocked to Lake Waconia to spend their vacation time at the Lake House, using Shutz's *Niagara* to travel from the train to his hotel, enjoying a pleasure excursion on the breezy lake, or a picnic on Coney Island. Andrew Shutz owned the Lake House until 1906. H. E. Hardy purchased the property in 1907 and the hotel was sold and resold several times before the hotel closed in 1919. The building was demolished in 1977 (Lahr et al 1986, 14-15, 17-18 1986, 25-26, 30-31, 61-62).



A Lake House Hotel ad when it was owned by Andrew F. Schutz (Carver County News 1889b).



The Lake House Hotel (Lahr et al 1968, 28, courtesy of the Waconia Heritage Association, digitized by MHM).

Other hotels in Waconia focused primarily on serving tourists after they disembarked from a steamboat, gasoline launch, row boat or sail boat, providing amenities such as halls for drinking and dancing during the summer season. Two of these establishments were the Sherman House (1882) and the North Star Hotel (ca 1885). It is unknown how long these hotels operated as such, but both buildings were torn down in 1977 (Lahr et al 1986, 32-36). It must be noticed that 1977 was not a great year for old buildings in Waconia, with the Lake House, Sherman House, and the North Star Hotel all meeting the wrecking ball.

On Coney Island of the West, the Coney Island Hotel was established in 1884 by Lambert Naegele. Naegele employed the county surveyor to plat the island into 103 lots around a bucolic green space called 'Naegele's Park'. Francis Hassenstab was hired to construct the island's dock that served a ferry boat constructed by Charles Bachman of Young America, Naegele's steam launch *Germania*, and his personal sail boat (Lahr et al 1986, 39-40). MHM is intrigued by the mention of a 'ferry boat' that served Coney Island and the Coney Island Hotel. The ferry must have been a powered vessel, probably a steamboat, but it might have been of a simple, 'non-luxurious' design and not designed for lengthy lake excursions. These types of work boat are historically interesting to MHM and hopefully more information will be found concerning this vessel.

Coney Island Hotel.



FRANK DARK,  
MANAGER.

This Hotel has been put in the best of order for the summer of 1887 and no pains have been spared to make it the pleasantest and most attractive Home for Tourists at this

**Popular Summer Resort.**

The Park has been Handsomely laid out and everything done for the amusement and entertainment of

**EXCURSION PARTIES.**

\* \* \* Terms \* \* \* Reasonable \* \* \*

A Coney Island Hotel newspaper ad (*Carver County News* 1887b).

**CONEY  
ISLAND  
HOTELS.**

R. ZEGLIN, Proprietor.

Now Open for the Accommodation of Guests for the Season of 1889. Best of Boating, Bathing and Fishing. Every Convenience for Fishing Parties, Picnics and Excursions. Write for Terms, etc.

This Coney Island Hotel ad stressed the amenities Lake Waconia offered (*Carver County News* 1889a).

The Coney Island Hotel was completed in 1886, with cottages and boathouses added to the island property as well. In early June 1888, Mr. Naegele brought the good-sized steam launch *Minnehaha* from Lake Minnetonka for service on Lake Waconia and Coney Island. The boat was constructed by Maurice J. Godfrey of Excelsior in 1885, and she measured 48 feet long, 9 feet in the beam, with a 3.5 foot depth of hold, and weighed 13 tons. Reinhold Zeglin purchased Coney Island of the West and it's amenities – including the steamboat – in mid-August 1888. In January 1889 Zeglin sold the *Minnehaha* to “St. Paul parties” and did not own another steamer until he purchased the *Maplewood* from Lake Minnetonka, renaming her *Coney Island* in 1892. Zeglin added a bowling alley to the Coney Island Hotel, rented row boats for fishing trips and pleasure rowing, and he scheduled concerts on Sundays to draw day visitors to the island. By 1894, Zeglin also built a dining hall that served exceptionally good food to draw and accommodate larger numbers of tourists. Over the years he also added a dance pavilion that contained a billiards room and maintained a sports field at one end of the island for recreational use of his visitors (*Carver County News* 1892;



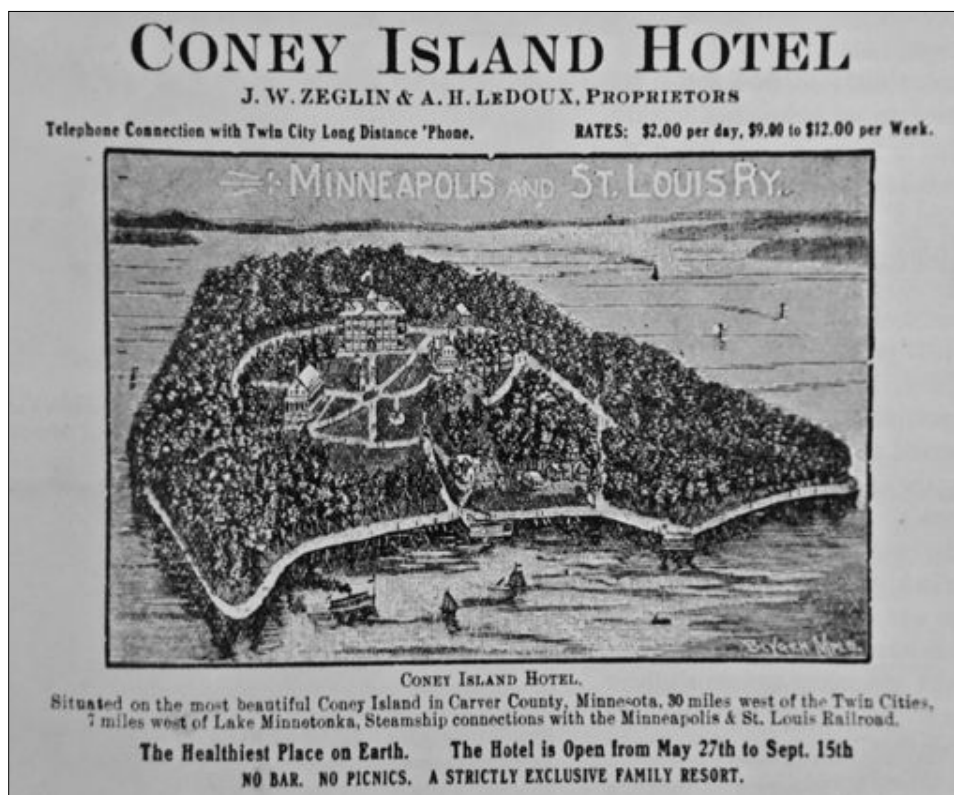
The steam launch *Minnehaha* – not the Streetcar Boat but another vessel with the same name - on Lake Minnetonka (HE5.11Ap, Minnesota Historical Society, digitized by MHM).



McGinnis 2010, 161; Lahr et al 1986, 40-42, 48-49, 51; *Weekly Valley Herald* 1888, 1889).



A poster touting the activities enjoyed when visiting Coney Island and Lake Waconia (MC2.9WCp8, Minnesota Historical Society, digitized by MHM)



A sample of Coney Island Hotel stationery (Lahr et al 1968, 52, courtesy of the Waconia Heritage Association, digitized by MHM).



Small boats off Coney Island looking toward the town of Waconia (MC2.9WCr15, Minnesota Historical Society, digitized by MHM).

In a reminiscence from her childhood, a granddaughter of the Zeglins and a frequent visitor to Coney Island during her summers, recalled that “people had boat excursions on the *Klondyke* or the *Chief*, however many people wanted to go around the lake, around the island, or to points of interest: the peninsula, etc. They had to pay extra for that...What a thrill to go over to Waconia and listen to the band concert. And then the ice cream over there...that was a big deal”. The resort on Coney Island remained relatively prosperous until the late 1920s and the Great Depression. In 1939 Coney Island of the West became known as the ‘Paradise Isle Resort’ and she was owned by Frank Dvorak. After World War II there was increased tourism to Waconia and he purchased “a Chris Craft cabin cruiser for ferrying people” to his “dance hall, restaurant, boarding house and cabins” on the island. By 1950 he acquired a larger vessel that could carry 32 people, a Steelcraft cabin cruiser. However, the 1960s brought a decline in the resort business and by 1974, the Paradise Isle Resort was closed. Although the hotel is now gone, Coney Island of the West was named to the National Register of Historic Places in 1976 (Lahr et al 1986, 51, 54-60; State Historic Preservation Office).



A fleet of small boats at Coney Island (GV3.61r81, Minnesota Historical Society, digitized by MHM).



## The Boats of Lake Waconia

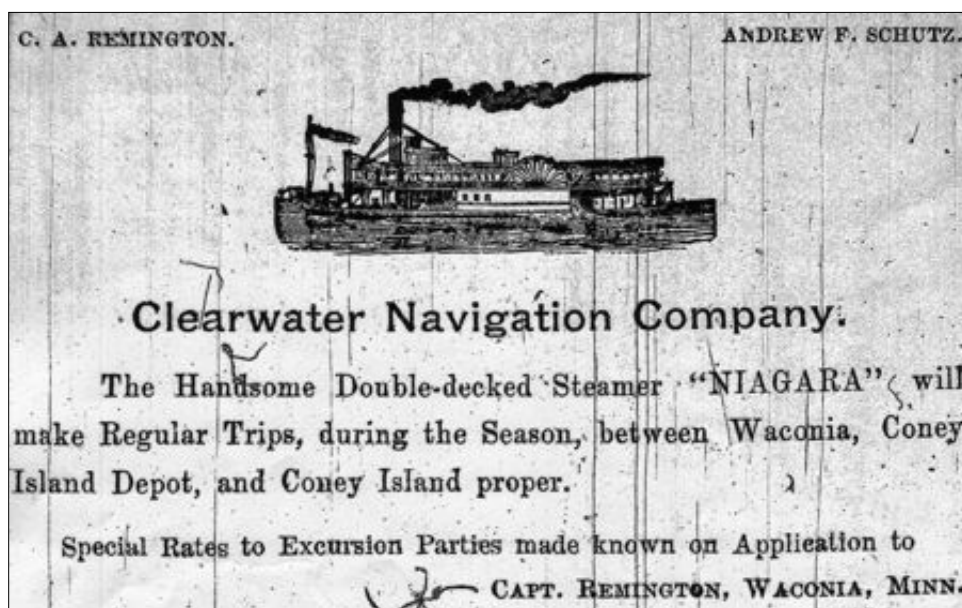
Pleasure excursions, primarily conducted by steamboats, steam launches, and then gasoline launches, were the primary source of waterborne traffic on Lake Waconia – and the greatest contributor to the economically successful seasonal tourist industry. Steamers reliably carried passengers from the two railroad stations on either side of the lake to the hotels on Coney Island and in Waconia, providing an essential service that was vital to the area's economy.

The first steamboat to ply the waters of Lake Waconia was the 60-foot long *Pioneer*, launched in 1881. In 1882 it was reported that *Pioneer* acted as a 'flagship' for a rather large fleet of sail and row boats to accommodate a large lake excursion of 120 people. *Pioneer* was joined by *Germania* in 1884, whose life began on Lake Minnetonka as the *Flying Dutchman* in 1882. She was sold by William Rockwell to Lambert Naegele, who transported her to Lake Waconia to serve his tourist resort 'Coney Island of the West'. It was at this time she became *Germania*. It was reported that "the little *Germania* is making regular trips around the lake" and her passengers were described as "a jolly company". Specific excursions were detailed such as the group of Norwegians and Swedes taken by *Germania* to Coney Island, flying the Swedish flag for the day. Increased tourism on the lake facilitated the construction of a new dock on land owned by J. J. Broberg specifically meant to accommodate excursionists. The Minneapolis Cooper's Union brought a large crowd to Lake Waconia for a day of boating, being described as "the largest excursion of the season". Some enterprising Minneapolitans leased *Germania* from Mr. Naegele in late July 1885, employing her for the rest of the boating season in conducting guided fishing tours almost daily into mid-September. She remained on the lake only two years when Mr. Naegele sold her to interests on Lake Minnetonka, where she once again saw service. She ended her life as *Detective*, being dismantled in 1905 (*Carver County News* 1887a; Lahr et al 1986, 51, 54-60 1986, 66, 73; McGinnis 2010, 81; *Weekly Valley Herald* 1885b, 1885d-e, 1885g, 1885i-jk, 1885o).

In 1885 the Clearwater Navigation Company of Waconia, comprised of partners C. A. Remington and Andrew F. Schutz, contracted with Maurice J. Godfrey "to build the new steamer arrived on Monday morning with a gang of men and all the necessary implements to insure a quick job. The boat will be a side wheeler eighty feet long, twenty six feet broad. The very best machinery will be used to insure safety". This steamboat was the *Niagara*, a vessel capable of carrying 300 passengers. Maurice J. Godfrey constructed steamboats at Lake Minnetonka beginning in 1879 and established Godfrey's Excelsior Boat Yard in 1885, "the first true boat yard with ways and machinery for extracting the lake's large steamboats from the water for repairs". This firm later became M. J. Godfrey & Son on St. Albans Bay's south shore and Godfrey also took on jobs to re-build and re-design several steamers (McGinnis 2010, 81, 300; *Weekly Valley Herald* 1885a).

Captain Remington purchased the steam engines and boiler for *Niagara* in Minneapolis, stating "everything shall be first class if it takes the last dollar". Local newspaper accounts tracked Mr. Godfrey's progress on constructing the steamer, reporting "the hull of the new steamer is so far along as to give one an idea as to the shape and proportions and we feel proud to say that it will be an ornament to our lake not to be surpassed by anything if its size on Minnetonka. She will be ready to launch between

June 1st to 15<sup>th</sup>". *Niagara* was launched on 4 June 1885 and a grand excursion was planned for 27 June that included "a program...arranged by the Literary Society to entertain passengers with vocal and instrumental music and a few speeches and declamations". However, Captain Remington's plan to have a 'first class' vessel was thwarted soon after *Niagara's* launching since "the state inspectors have condemned a new steamboat recently placed on Clearwater lake, in Carver County, by Schutz & Remington. The boiler was found to be old and worthless" as reported by the *Pioneer Press*. Local trust and pride in Remington's reputation and skill was expressed, with claims that "Capt. Remington is a careful engineer and would hardly purchase an unserviceable Boiler. If true, he must have been imposed upon...We hope this is a mistake" (*St. Paul Pioneer Press* 1885; *Weekly Valley Herald* 1885b-c, 1885e-h).



Newspaper ad for the sidewheel steamer *Niagara*. Note the 'generic' steamboat drawing depicted (*Carver County News* 1887a).

The local news tracked the progress of *Niagara's* re-fitting, reporting when the vessel's replacement boiler arrived. A week later it was boasted "the *Niagara* with her new and perfectly safe machinery floats proudly over the waters of our popular lake and delights her multitude of pleasure seeking passengers". With the successful re-fitting of *Niagara*, it was reported that:

Heaven smiles on Waconia. Two or three excursions every week and every body who looks upon the beauties of Coney Island is delighted. Every excursion so far has voted to return next year to this most beautiful of all resorts. So next year bids fair to be even more prosperous than the present. The excursion composed of the employees of the M & St. P Ry was the largest affair in the history of our flourishing village, Coney Island seemed to be completely covered with happy smiling people. The day was delightfully pleasant and nothing happened to mar the pleasure of the day. The two steamers did an immense business that day.

The good feeling about the new *Niagara* was evident in the joke that appeared in the paper after her launching when it was stated "the man who did the lettering on the new steamer is still alive" – which MHM translates as 'the man who went over the side of *Niagara* [Falls] to paint the name on the paddle box lived to tell the tale'. Immediately popular, *Niagara* took young people on midnight excursions, took groups to Coney Island for 15 cents on special outings sponsored by businessmen, and remained busy

throughout her first season regardless of her rocky beginnings. The following year, *Niagara* provided excursion service to tourist and she was very busy on July 4<sup>th</sup>. Captain Remington and Schutz were applauded “for their liberality in conveying children and parents around the lake on the steamer *Niagara*” and to Coney Island to celebrate the holiday. Remington also used his steamer to provide pleasant trips on the lake for his friends. In early June 1888, “the *Niagara*...sank to the bottom. Efforts to raise the boat have been successful and the boat is now anchored at the dock undergoing repairs”. No explanation for the vessel’s sinking was given, but apparently she was quickly repaired and back in service (*Carver County News* 1887c; *Carver Free Press* 1886, 1888; *Weekly Valley Herald* 1885k-n, 1885p).



The steamer *Niagara* on Lake Waconia near the town, with Coney Island of the West in the background (Lahr et al 1968, 65, courtesy of the Waconia Heritage Association, digitized by MHM).

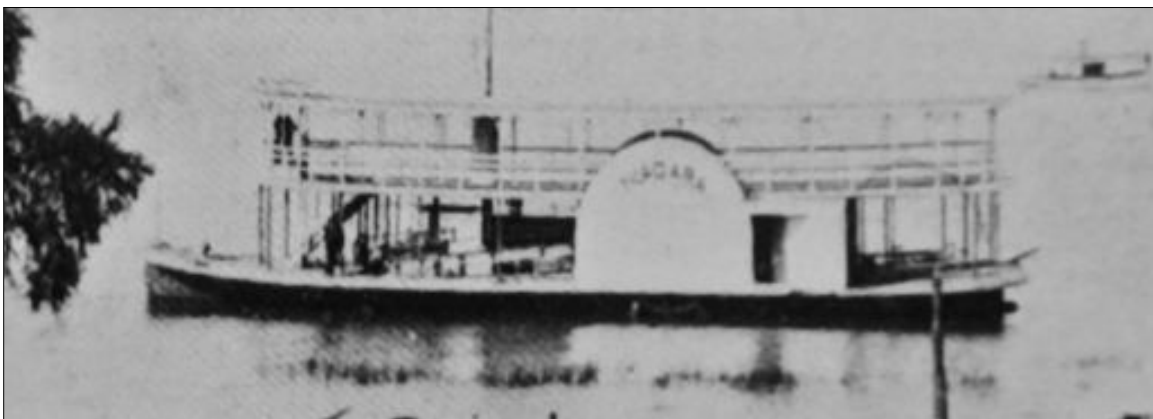
*Niagara*’s 1890 operations were leased by Reinhold Zeglin, who monopolized her services for the entire boating season to accommodate his Coney Island Hotel visitors. One such boat ride early in the season was described as “a steamboat excursion around the lake last Sunday evening. Quite a number were there & all report a splendid time. In mid-June, experienced boatman “Andy Kreger, who has worked on Clearwater Lake for the last eight years in different capacities, is now Captain of the ‘Niagara’, and judging by the way he handled the crowds last Sunday, he is well qualified for the position”. Interestingly, like in June 1888, *Niagara* sank at her Coney Island moorings in late July 1890, with C. A. Remington setting her to rights without difficulty. In early August the *Niagara* had a new engineer, Joe Richter, who used to work at Waconia’s flour mill; whether this change in personnel had anything to do with the steamer’s sinking in the previous week is unknown. One notable early September 1890 excursion included “the delegates to the county convention took a steamboat ride around the lake last Saturday afternoon. Judge Warner was not with the party, he preferred “working” on dry land”. At some point prior to Spring 1891 – possibly over the winter of 1890-1891 – Andrew F. Schutz bought out C. A. Remington’s interest in *Niagara* because in early May 1891, Schutz sold one-half ownership of *Niagara* to August Johnson. This is known because it was reported “the gentlemanly owners of the steamer *Niagara*, Messrs. Schutz & Johnson, gave a free moonlight excursion around the lake Sunday evening. About 200 availed themselves of this courtesy, and enjoyed the trip immensely, breathing the fresh lake air and viewing the beautiful scenery around Coney Island and the lake shore. It was a very pleasurable occasion”. It is unknown if *Niagara* operated on Lake Waconia during 1892 but a notice in the newspaper in mid-February 1893



suggests she had not been running for a time: “The Steamer *Niagara* will be repaired and launched on our lake the ensuing season. Our council has decided upon a petition from our citizens asking an appropriation towards securing the boat for the lake”. The interested parties moved on repairing *Niagara* by mid-March, calling on her builder Maurice Godfrey to once again make her fit for the excursion service. By this time Mr. Godfrey had moved his boat-building enterprise to Chaska on the Minnesota River from Excelsior on Lake Minnetonka. Godfrey’s efforts were successful and once again *Niagara* carried:

the crowd filling six coaches to the utmost capacity arrived here they were conveyed to the island by the steamers *Niagara* and *Coney Island*, where they engaged in such amusements as suited their several tastes. Some went fishing, others tripped the light fantastic toe, or made good use of the bowling alley while others strolled over the beautiful island. That they had a gay time goes without saying, and they did not leave the island until after five o’clock in the evening, and then many seemed unwilling to tear themselves away.

From this point the activities and fate of *Niagara* become murky. MHM found a late July 1903 reference to an ‘old steamboat hull’ as “Will Scharmer and Joe Friedl were operating a winch in removing the old steamboat hull they lost control of the machine and each received injuries to their hands and forearms, that of Joe Friedl being the most serious”. It is unknown if the hull in question was *Niagara* and from what location was she ‘removed’? Was she pulled onto shore and torn apart or simply left there to rot? Was she actually destroyed by a tornado in August 1904 as it has been reported or did both things happen – was she destroyed by a tornado after being abandoned on the shore? At this point, MHM cannot answer these historical questions (*Carver County News* 1890a-f, 1891a-b, 1893b; Lahr et al 1968, 68; *Waconia Patriot* 1903a; *Weekly Valley Herald* 1893a-b).



A close-up of the sidewheel steamer *Niagara*, a vessel with a lightweight superstructure. Note the smaller launch in the upper right of the photograph (Lahr et al 1968, 65, courtesy of the Waconia Heritage Association, digitized by MHM).



The *Niagara* at her dock in Waconia. Note her wheel on the upper deck and the flight of steers leading there. She also has a substantial sponson and the paddle box can be seen on the port side. Further, Jack Wikel has a great string of fish (Lahr et al 1968, 66, courtesy of the Waconia Heritage Association, digitized by MHM).

The steam launch *Coney Island*, mentioned above, was another popular boat that worked on Lake Waconia in the 1890s. The *Coney Island* was brought to the lake by Reinhold Zeglin from Lake Minnetonka in late May 1892. It appears that Maurice Godfrey also constructed the *Coney Island*, initially called *Breezy Point* and then *Maplewood*. *Maplewood* was 36 feet long and had a 6-foot beam. It was announced in early June 1892 that “the steamer *Coney Island* will make regular trips between Waconia and Coney Island, and on Wednesdays and Sundays excursion trips around the lake, for the accommodation of all who delight in boating”. The announcement of a regular schedule was a draw for tourists since they could plan their lake excursions accordingly. As written above, *Coney Island* teamed up with *Niagara* to carry dozens of excursionists to the island and around the lake in September 1893 and in early June 1894 a new schedule was announced by Mr. Zeglin:

My steamer, *Coney Island*, will make trips around the lake regularly every Wednesday at 7:30pm, or if stormy or rainy, on Thursday at 7:30 PM. Also on Sunday at 4 p.m. Season Tickets can be had at \$2.50 for Family. Will also rent the steamer at \$1.50 per hour to private parties. Regular trips from and to the Island at 10:30am and 3:00pm. Special trips to and from the island at low figures. Fare to Island and back, 15 cents, each person. Mr. Joseph Richter has charge of my steamer and enjoys the reputation of being the champion at the wheel and engine.

Like the owners of the *Niagara*, Mr Zeglin “generously extended an invitation to the public school children to take a trip around the lake on the steamer *Coney Island*, which was gladly accepted and immensely enjoyed by the children” on special occasions such as Decoration Day [Memorial Day] (*Carver County News* 1892, 1893c, 1894; McGinnis 2010, 160).



The steam launch *Coney Island* at her dock on Coney Island of the West, along with part of the hotel's small boat fleet (Lahr et al 1968, 68, courtesy of the Waconia Heritage Association, digitized by MHM).



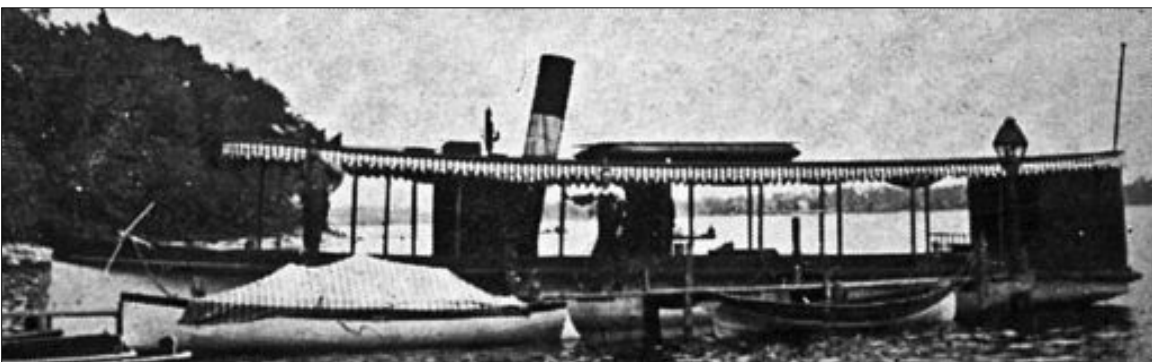
*Coney Island* at her dock along with a small gasoline launch with the town of Waconia in the background (Lahr et al 1968, 52, courtesy of the Waconia Heritage Association, digitized by MHM).





*Coney Island* steaming between Coney Island of the West and the town of Waconia (Lahr et al 1968, 67, courtesy of the Waconia Heritage Association, digitized by MHM).

The exact fate of *Coney Island* is unknown, but “in 1902 the [*Waconia*] *Patriot* suggested that Zeglin should invest in a new steamer, as the old one had a prolific crop of aquatic plants and barnacles on the bottom and her timbers and boilers had reached a state of antiquation”. It seems that Mr. Zeglin listened to the local newspaper, at least by 1905 when he acquired a larger steamer from Lake Minnetonka – *Geneva*, the former *Ethel B.* – and named her *Coney Island of the West*. She was launched on Lake Minnetonka in 1902 and was constructed by Benjamin Bowman. In early May 1905 it was reported “Reinhold Zeglin has purchased a new 54 foot steam boat for use on Clearwater Lake and will handle traffic between Coney Island and the Mainland on the same. The boat will be delivered here about May 15th and in running order when Coney Island Hotel opens. It is an ideal steamer for excursion parties and carries from 50 to 76 people”. It was also erroneously claimed that the steamer has only been in use one season and is just as good as new”. While *Geneva*’s condition may have been great, she actually was four years old when transferred to Lake Waconia (Lahr et al 1968, 52; McGinnis 2010, 67; *Waconia Patriot* 1905; *Weekly Valley Herald* 1905).



*Coney Island of the West* at the Coney Island Dock (courtesy of Scott D. McGinnis).

In 1893 an interesting fleet of boats arrived at Lake Waconia, owned by Coney Island cottage owner C. Ette of St. Louis. His boats were not constructed locally, but brought up from his hometown:

Mr. C. Ette received his boats, four in number, from St. Louis, Wednesday afternoon, and they are beautiful craft. The *Phillipina*, steam launch, is 6 feet beam, 24 feet long, and is rated to carry twenty-five persons with comfort. The motive power is a coal oil or gasoline engine, located amidships. There are two steering apparatus, so one person can run the engine and steer the boat at the same time. The *Lilly*, sailing yacht, is about the same size as the launch, is rigged with a large mainsail, and looks as though she would stand any wind we have, except a gale, and appears to be possessed of great speed. The *Katherina* and *Emma* are row boats. All are models of perfection and substantially built...The boats are named in order above in honor of Mrs. Ette and her three daughters (Carver County News 1893a).

The reference to *Lilly's* design as a yacht is a rarity in connection with Lake Waconia, especially when compared to White Bear Lake and Lake Minnetonka.

In 1903 the gasoline launch *Emile* was brought to Lake Waconia by Mr. and Mrs. Amblard. She was designed with a torpedo stern, evidence that tells MHM she was constructed by the Moore Boat Works in Wayzata. She was deemed "a magnificent craft...It is constructed [with] nickel embellishments, canopy, powerful marine engine, and has a reliable navigator in the person of Joe Kimmerle". It was claimed Kimmerle would "soon be in the height of his glory at the helm of the new launch. There is nothing Joe likes better than the manipulation of marine engines, at which he is an expert". *Emile* was an immediate success due to her speed and clean running gasoline engine and the Amblards charged 25 cents per boat ride (*Waconia Patriot* 1903c-d). The fate of *Emile* is unknown.



The gasoline launch *Emile* and one of the sail boats from the Lake View Hotel's fleet. Note *Emile's* torpedo stern, indicating she was designed and built by the Moore Boat Works of Wayzata (GV3.61r76, Minnesota Historical Society, digitized by MHM).



A torpedo stern gasoline launch, probably *Emile*, at the Amblards lakeshore. The bow pennant has Mr. Amblard's initials but unfortunately the stern flag is unreadable (Lahr et al 1968, 87, courtesy of the Waconia Heritage Association, digitized by MHM)



Mrs. Amblard is at the bow of the cat boat and Mr. Amblard is at the bow of the row boat (Lahr et al 1968, 87, courtesy of the Waconia Heritage Association, digitized by MHM).

Interestingly, not all crowded excursions were thought of as a good thing in Waconia. It was reported:

The boat-crowding habit has become very noticeable of late, not only with city people but some of those living in the village. They fill a boat to its utmost capacity, squeezing into it as tightly as smoked herrings are packed into a box, and this regardless of the dangers surrounding the proceeding. We might at any time expect to see some of these venturesome persons encounter a heavy squall and lose their lives. The surprise is that fatalities of this nature have not been of frequent occurrence upon Waconia lake.



Into the early 1900s, July 4<sup>th</sup> remained a huge draw for crowds to Lake Waconia and in 1903, a particularly interesting display of 'Greek Fire' was arranged by 'Commodore' J. D. Wikel when he "created a sensation by launching a rowboat containing 10 gallons of gasoline, etc., firing the same, and setting it adrift upon the lake. The celebration throughout was a success". The following year Mr. Wikel's boats, along with his boat house, were entirely destroyed by the tornado that apparently destroyed the *Niagara*. It seems that Wikel replaced his fleet with new boats since it was reported that he "pulled up and housed all of his boats for the winter and will leave for St. Paul at the end of the week" in mid October 1904 (*Waconia Patriot* 1903a-b, 1904a-b).

Waconia resident George Weinzierl opened the Waconia Boat Livery in 1908, housing his fleet of many row boats and gasoline launches. Notable among them were *Klondyke*, a vessel that carried 25 excursionists, the *Skoogum*, the *Indian*, and the larger *Chief*, able to carry 60 people. From photographic evidence, MHM has determined that *Chief* is a torpedo stern vessel and was constructed by Moore Boat Works in Wayzata. Mr. Weinzierl was responsible for ferrying excursionists to Coney Island and it has been reported he purchased "the steamer" for this purpose, but that he did not use her. MHM assumes the vessel referred to is the *Coney Island of the West*, whose fate remains unknown (Lahr et al 1968, 70).



The Weinzierl Boat Livery, with at least four gasoline launches among the row boats. One of the launches has a torpedo stern and was designed and constructed by Moore Boat Works (Lahr et al 1968, 90, Courtesy of the Waconia Heritage Association, digitized by MHM).

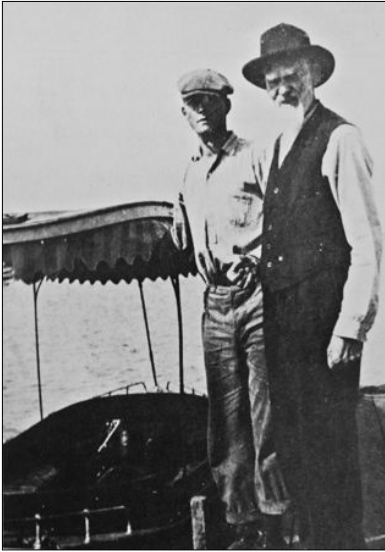


Another group of row boats with two gasoline launches and three cat boats. The launch on the left side of the image is *Emile* (Property of and courtesy of the Carver County Historical Society, digitized by MHM).



The Weinzierl home and boathouses with the torpedo stern gasoline launch *Chief* to the left. The smaller launch to the right may be *Klondyke*, *Indian*, or *Skoogum* (Lahr et al 1968, 91, courtesy of the Waconia Heritage Association, digitized by MHM).



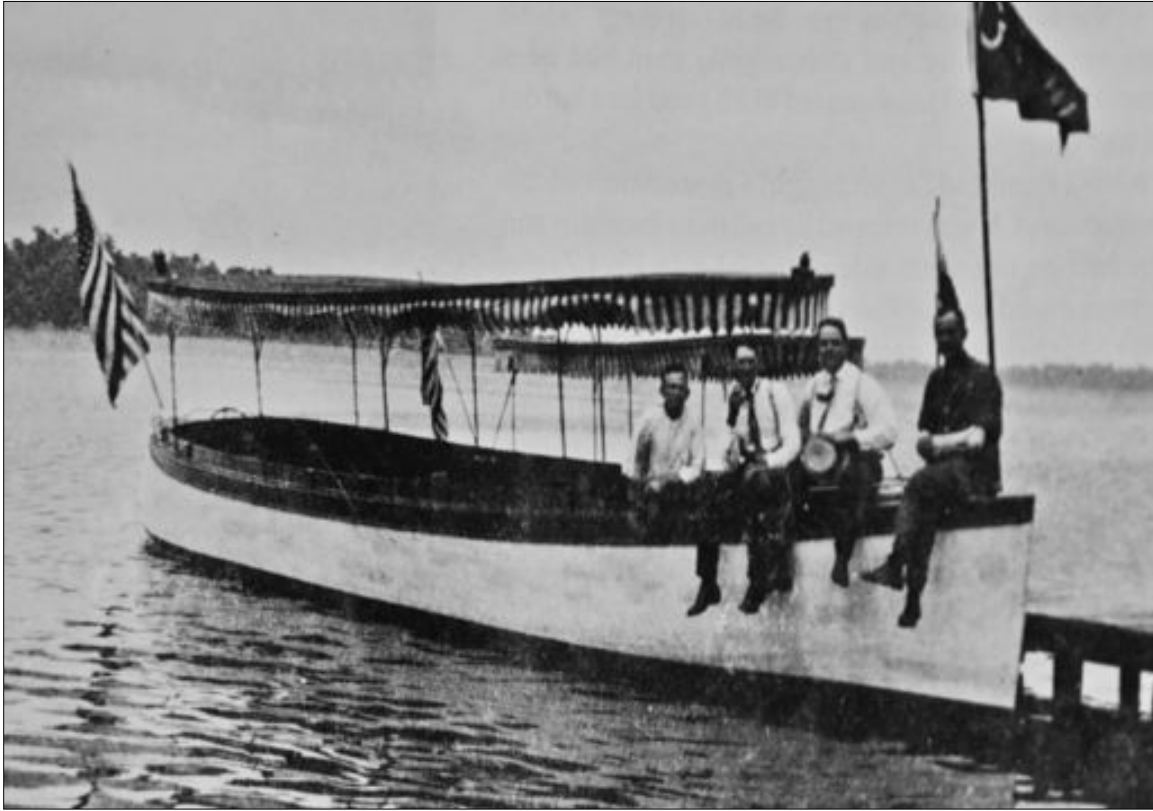


On the left, Andrew F. Schutz and his son stand on a dock next to the steam launch *Klondyke*, owned by the Weinzierls. On the right, a photo taken from the Weinzierl home looking toward Coney Island, with the *Chief* and one of the smaller Weinzierl launches on the lake (Lahr et al 1968, 66, 69, courtesy of the Carver County Historical Society and the Waconia Heritage Association, digitized by MHM).



The Weinzierl Boat Livery and home, with the *Chief* and one of their smaller torpedo stern launches moored at their docks (Lahr et al 1968, 91, Courtesy of the Waconia Heritage Association, digitized by MHM).





The torpedo stern gasoline launch *Chief* (Lahr et al 1968, 69, Courtesy of the Waconia Heritage Association, digitized by MHM).

Throughout its history, much of Lake Waconia's northern and eastern shorelines remain relatively undeveloped or are part of regulated parklands. Unlike Lake Minnetonka and White Bear Lake, this lake's primarily seasonal hotels and resorts remained standing into the 1970s and on Coney Island, into the 1980s. However, the tourist trade dwindled with the coming of World War I and the increased accessibility of Northern Minnesota resorts – this also happened at Lake Minnetonka and White Bear Lake. No longer needed were the larger excursion steamboats and gasoline launches for lake sightseeing or transportation to Coney Island of the West, and private pleasure steam and gasoline launches were replaced by fast runabouts and speed boats. And, unlike the other large resort lakes near the Twin Cities, Lake Waconia did not develop active and alive yachting associations or clubs. Today, Lake Waconia is best known for excellent fishing, water skiing, and personal pleasure boating.



MHM is particularly fond of simply-constructed small boats that are found on Minnesota's lakes and rivers. This small fishing boat, with her flat bottom and square stern design, is just the type of small craft MHM is hoping to find on the bottom of Lake Waconia and the other lakes surveyed (property and courtesy of the Carver County Historical Society, digitized by MHM).

## WBLLWS Project Methodology

Maritime Heritage Minnesota's WBLLWS Project is the fourth undertaking designed to systematically survey a body of water in Minnesota for submerged archaeological and cultural resources. The first project was the Mississippi River Aitkin County Survey (MRACS) in 2010, the second was the Minnesota River Survey 1 (MRS-1) in 2011, and the third was the Lake Minnetonka Surveys 1 and 2 (LMS-1, LMS-2) in 2011 and 2012, all conducted by MHM. Lake Minnetonka was the first body of water in Minnesota to be completely surveyed archaeologically; Lake Waconia is the second and White Bear Lake is the third.

MHM conducted the LW portion of the WBLLWS Project on 8, 10, and 11 August 2012. MHM launched the survey boat on the western shore of the lake at the DNR public access and began 'mowing the lawn' in parallel transects. The transects were spaced 500 feet apart with the sonar's transducer sending out acoustical waves 250 feet to port and starboard, as well as downward. Lake Waconia is very wide and during the survey some of the transects were between 2.0 and 2.5 miles long. On the first day of fieldwork, MHM began surveying the north central portion of the lake but the work was cut short by strong winds. On day two, MHM completed the northernmost section of the lake and then surveyed the south central lake before moving on to the southwestern corner. On day 3, MHM completed surveying the rest of the lake that consisted of the southwestern portion, around Coney Island, and the area near the town of Waconia on the south shore. Throughout the survey, MHM relied upon the shallow lake's few navigation buoys and printed USGS topographical maps for water depth and navigation. Surprisingly, the GPS maps linked into MHM's sonar unit did not reflect water depth or buoy placement, something never experienced before during a survey. MHM also relied upon the transducer's water depth readings and the images on the sonar screen to assist with navigation in shoal water.



On the left, the Carve County boat launch is located on the west side of the lake. On the right, MHM's Christopher Olson operates the boat motor during the first day of the survey.



On the left, the north side of Coney Island and on the right, Christopher is seen along with two DNR officers who are enforcing the State's boat inspection program. The inspections are meant to educate boaters on how to find Zebra Mussel larvae and bits of milfoil attached to their boats and in bilge water in order to not transfer these invasive species to other lakes or rivers. MHM strongly supports this program.



On the left, a very early morning fishing contest is about to begin – a minute after this photograph was taken, these boats sped off to find their favorite spots. On the right, a stone breakwater extends into the lake from the lake's western shore.



An occupied work pontoon boat.



## Lake Waconia Sonar Anomalies

Maritime Heritage Minnesota noted 104 anomalies during the LW Survey. Of these 46 appear to be human-made objects that warrant further investigation. MHM is considering 10 anomalies to be 'probable wrecks' upon close examination of their sonar signatures, and 22 other anomalies are possible wrecks. Lastly, 14 recorded anomalies may be human-made objects and MHM can hypothesize about their nature, but without further investigations, they are unidentifiable. MHM will prioritize and investigate these anomalies by SCUBA in the near future if all goes as planned.

### Anomaly 1

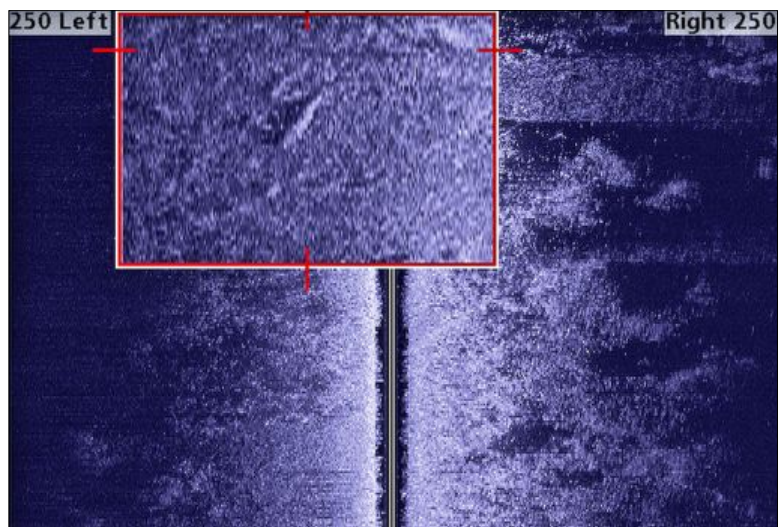
**Recorded:** 8/10/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 22 feet long

**Location:** Northwest Section

**Analysis:** This anomaly resembles a boat



### Anomaly 2

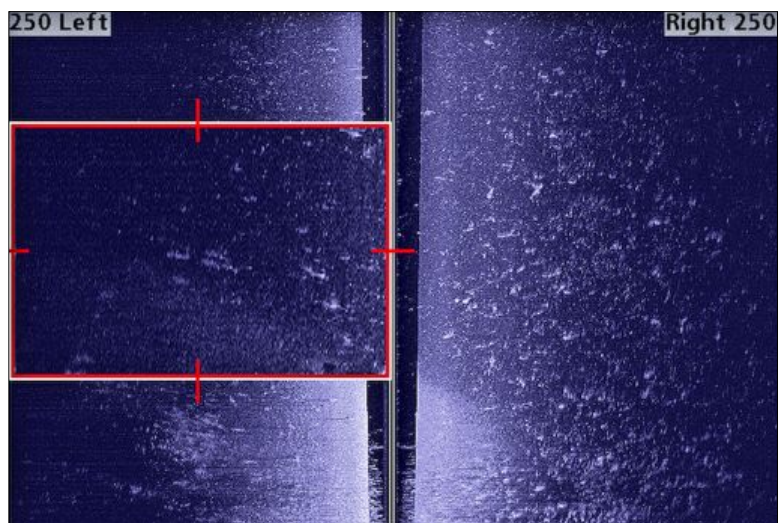
**Recorded:** 8/10/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 18 feet long

**Location:** Northeast Section

**Analysis:** This anomaly resembles a boat



**Anomaly 3**

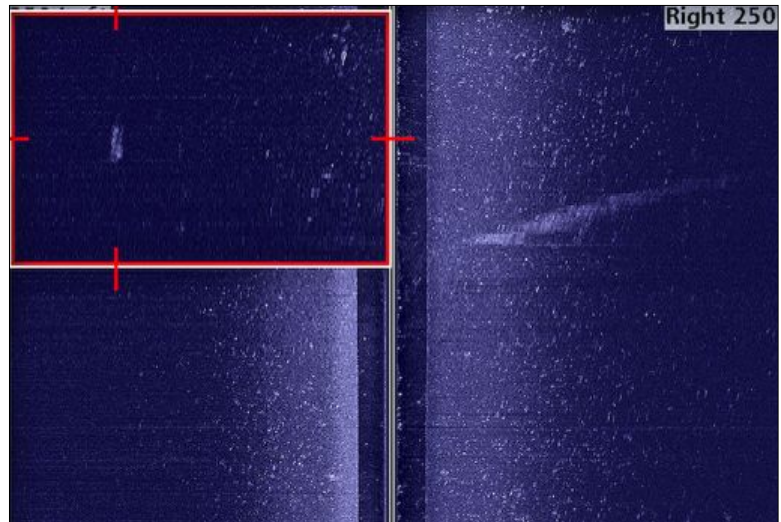
**Recorded:** 8/10/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 7 feet long

**Location:** Northeast Section

**Analysis:** This anomaly resembles a small boat

**Anomaly 4**

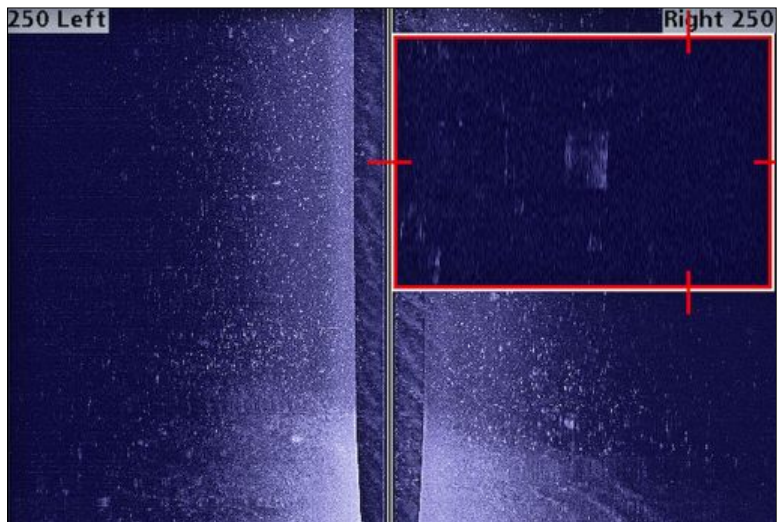
**Recorded:** 8/8/2012

**Identification:** Rectangular feature

**Size:** Approximately 4 x 8 feet

**Location:** North Central Section

**Analysis:** This anomaly may be an artifact like part of a fish house

**Anomaly 5**

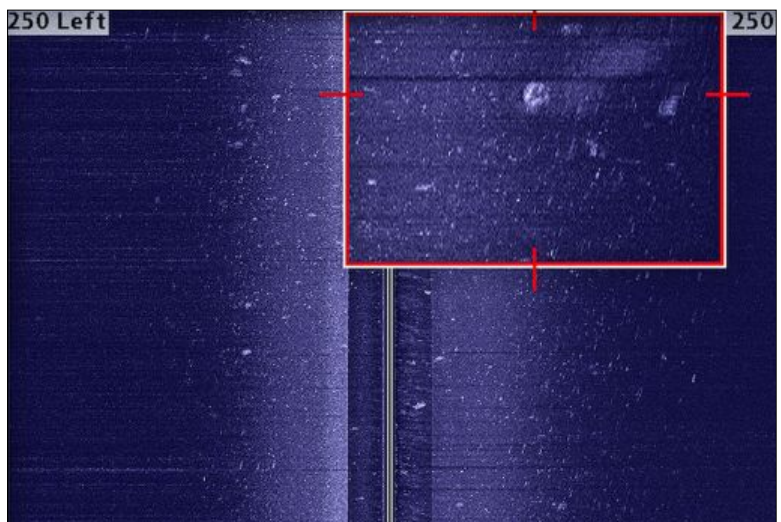
**Recorded:** 8/8/2012

**Identification:** Round feature

**Size:** Approximately 8 feet diameter

**Location:** East Central Section

**Analysis:** Unknown





**Anomaly 6**

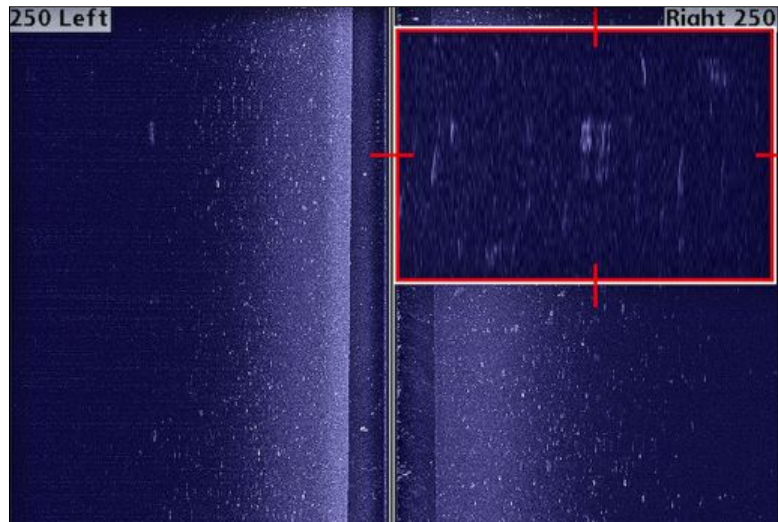
**Recorded:** 8/10/2012

**Identification:** Rectangular feature

**Size:** Approximately 19 feet long

**Location:** East Central Section

**Analysis:** This anomaly may be a barge, part of a dock, or other structure

**Anomaly 7**

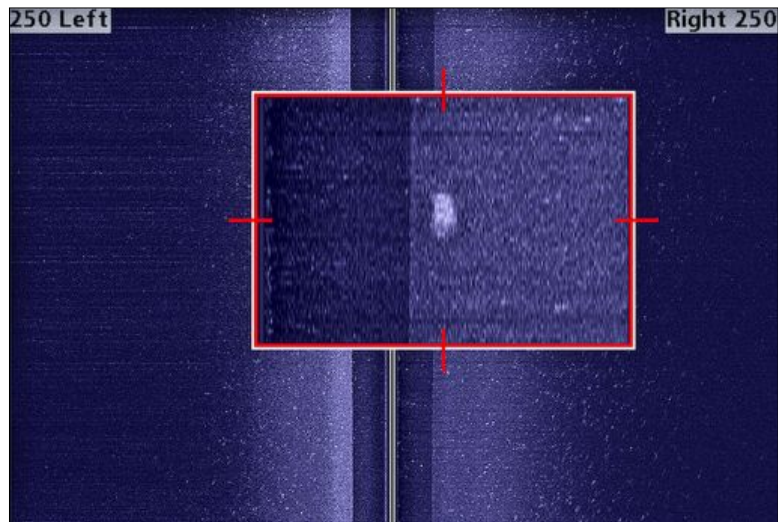
**Recorded:** 8/8/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 14 feet long

**Location:** East Central Section

**Analysis:** This anomaly may be a small boat with a square transom

**Anomaly 8**

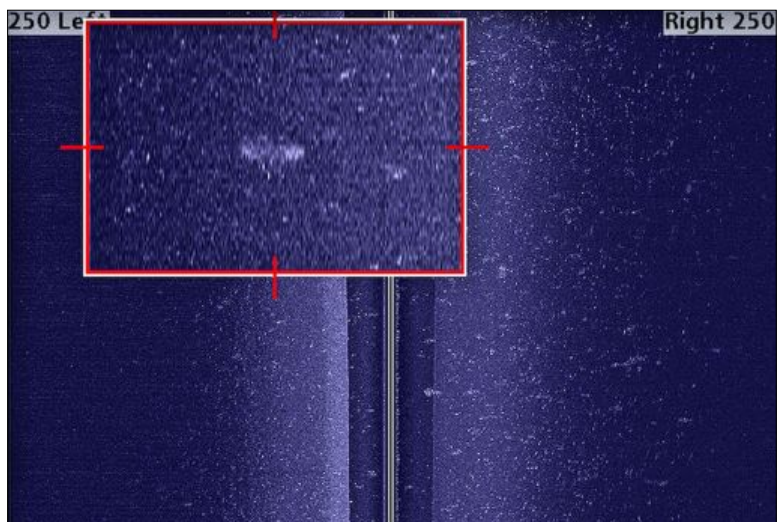
**Recorded:** 8/8/2012

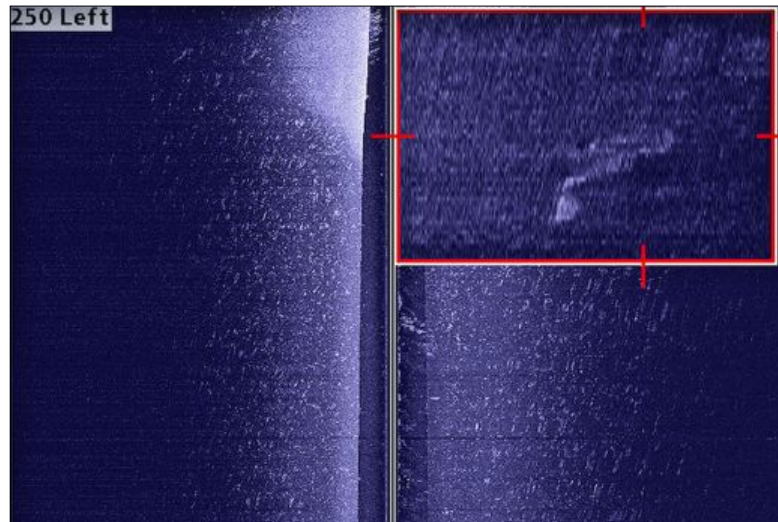
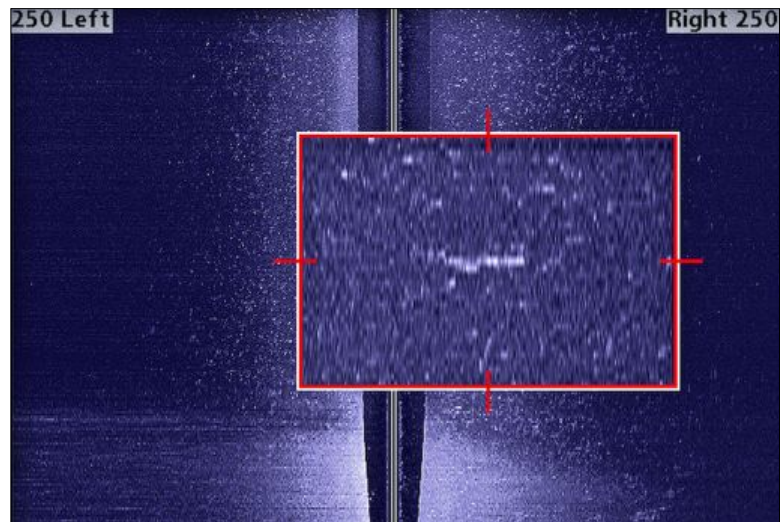
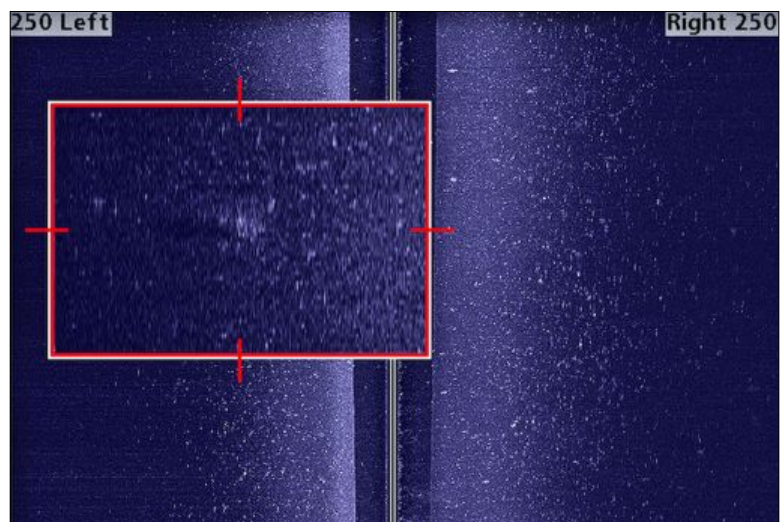
**Identification:** Boat-shaped feature

**Size:** Approximately 13 feet long

**Location:** East Central Section

**Analysis:** This anomaly may be a small boat



**Anomaly 9****Recorded:** 8/10/2012**Identification:** Irregularly-shaped feature**Size:** Approximately 10 feet long**Location:** West Central Section**Analysis:** Unknown**Anomaly 10****Recorded:** 8/10/2012**Identification:** Boat-shaped feature**Size:** Approximately 12 feet long**Location:** West Central Section**Analysis:** This anomaly may be a small boat**Anomaly 11****Recorded:** 8/10/2012**Identification:** Boat-shaped feature**Size:** Approximately 10 feet long**Location:** Central Section**Analysis:** This anomaly may be a small boat; it casts a substantial acoustical shadow



**Anomaly 12**

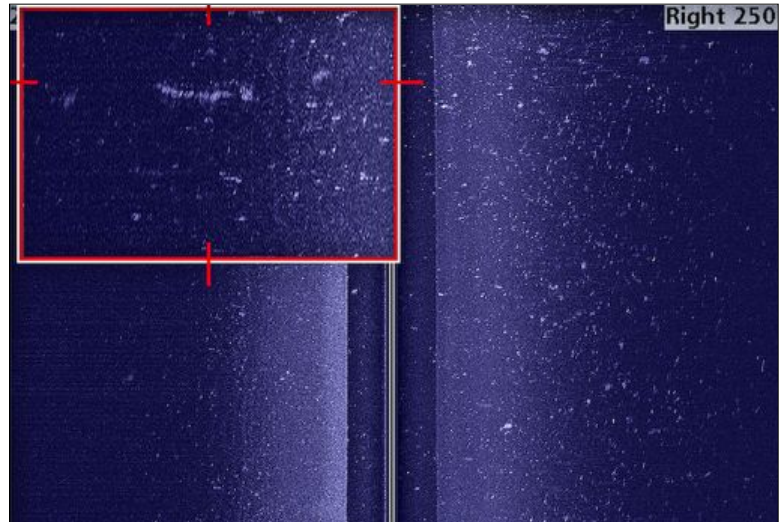
**Recorded:** 8/8/2012

**Identification:** Feature

**Size:** Approximately 30 feet long

**Location:** Central Section

**Analysis:** Unknown

**Anomaly 13**

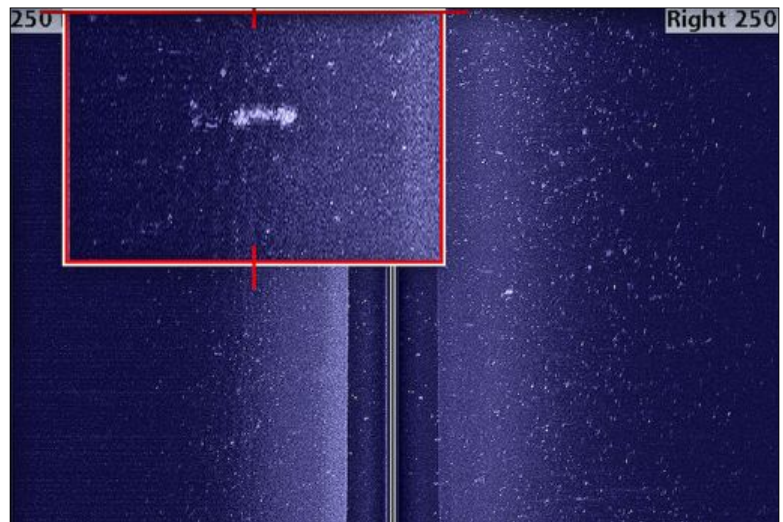
**Recorded:** 8/8/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 25 feet long

**Location:** Central Section

**Analysis:** This anomaly may be a boat

**Anomaly 14**

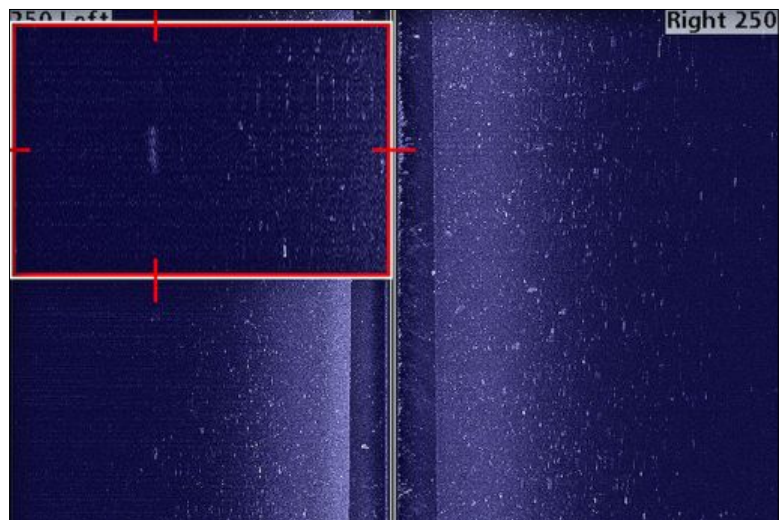
**Recorded:** 8/10/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 8 feet long

**Location:** East Central Section

**Analysis:** This anomaly resembles a small boat



**Anomaly 15**

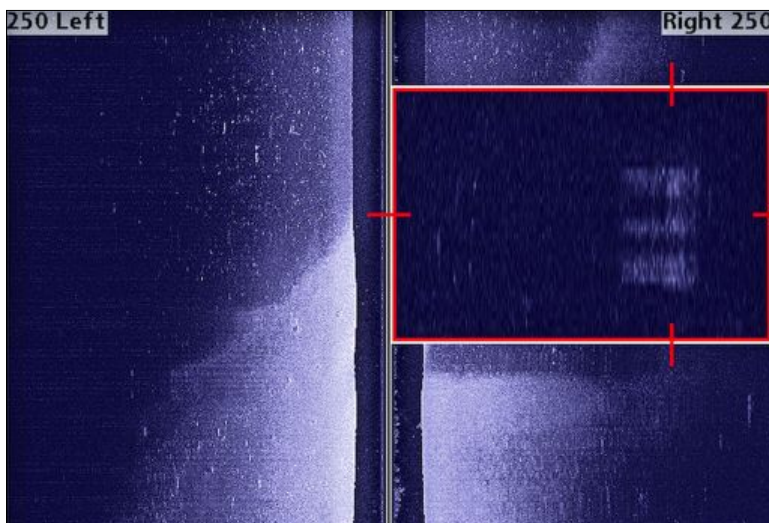
**Recorded:** 8/10/2012

**Identification:** Rectangular feature

**Size:** Approximately 12 feet long

**Location:** East Central Section

**Analysis:** This anomaly may be a barge or part of a fish house

**Anomaly 16**

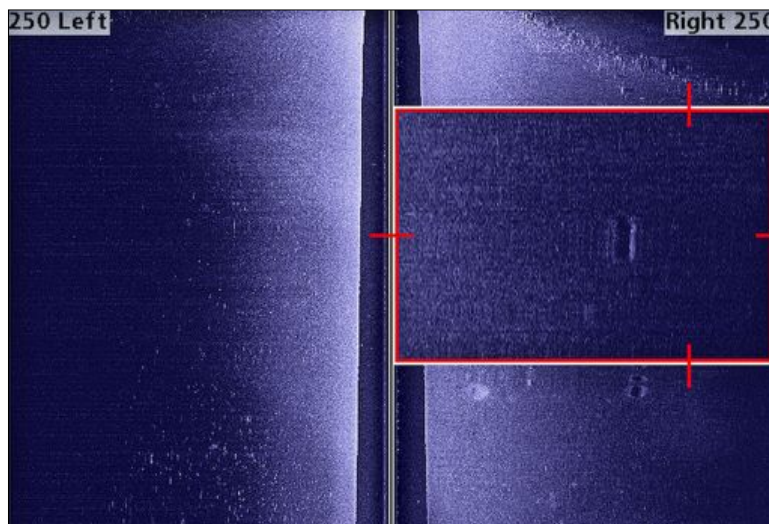
**Recorded:** 8/10/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 13 feet long

**Location:** East Central Section

**Analysis:** This anomaly may be a small boat;

**Anomaly 17**

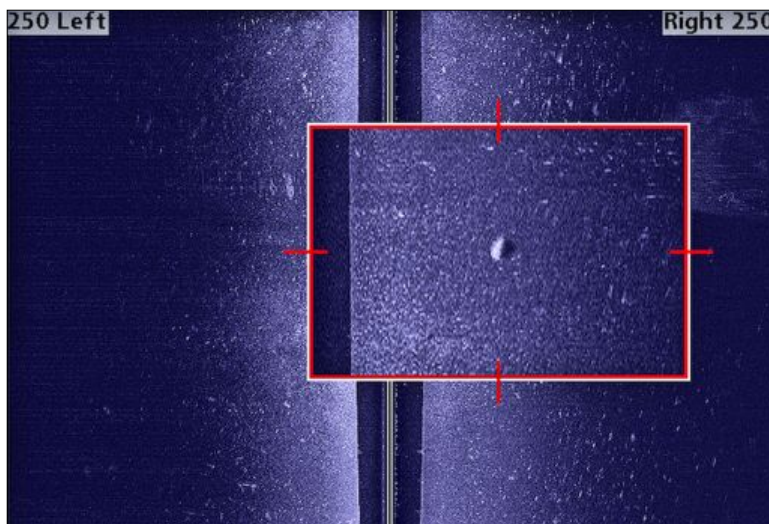
**Recorded:** 8/10/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 7 feet long

**Location:** East Central Section

**Analysis:** This anomaly may be a small boat; it casts a substantial acoustical shadow





**Anomaly 18**

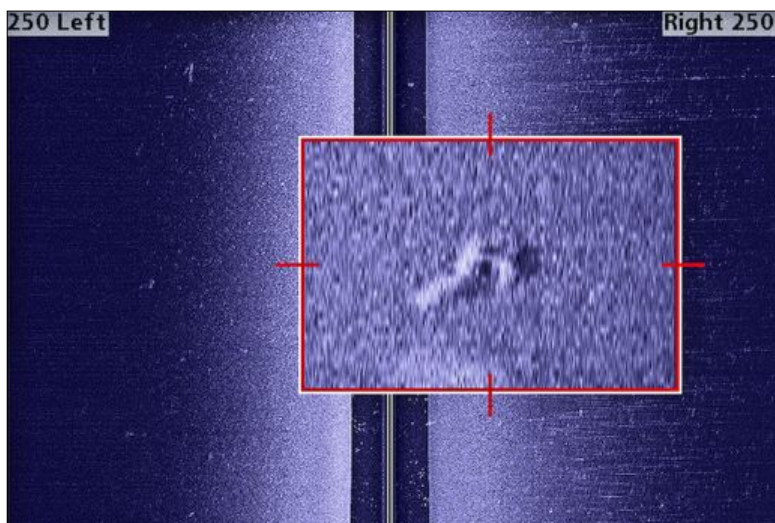
**Recorded:** 8/11/2012

**Identification:** Irregularly-shaped feature

**Size:** Approximately 17 feet long

**Location:** Southwest Section

**Analysis:** Unknown; it casts a substantial acoustical shadow and MHM surmises it may be the remains of a boat that has broken up during the wrecking process

**Anomaly 19**

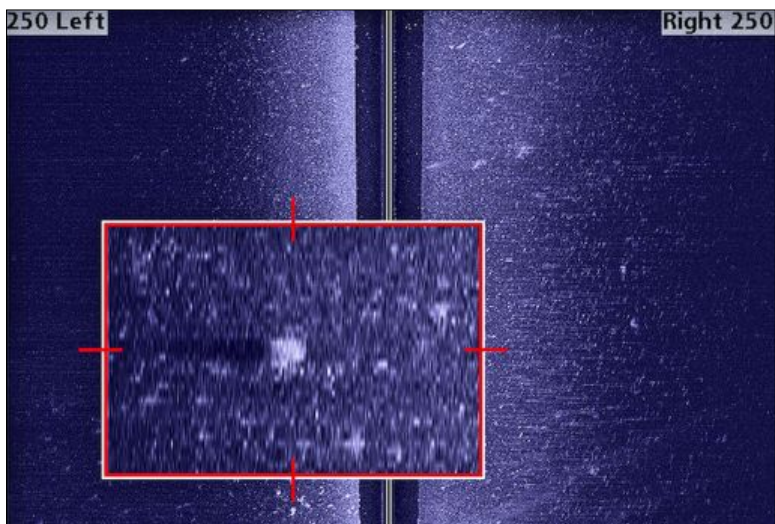
**Recorded:** 8/11/2012

**Identification:** Round feature

**Size:** Unknown

**Location:** Southwest Section

**Analysis:** Unknown; it casts a substantial acoustical shadow

**Anomaly 20**

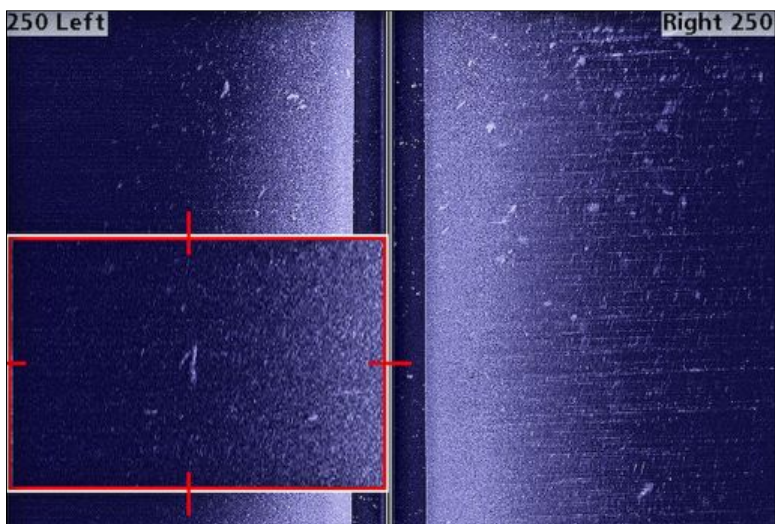
**Recorded:** 8/11/2012

**Identification:** V-shaped feature

**Size:** Approximately 18 feet long

**Location:** Southwest Section

**Analysis:** Unknown



**Anomaly 21**

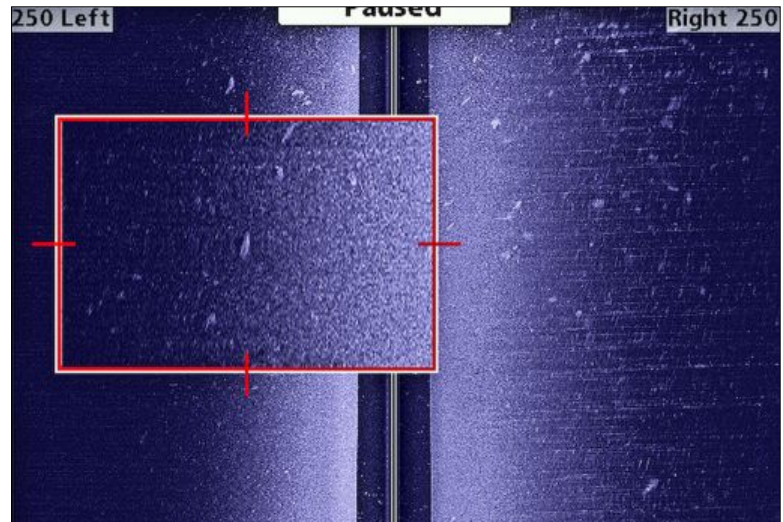
**Recorded:** 8/11/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 12 feet long

**Location:** Southwest Section

**Analysis:** This anomaly may be a small boat; it casts a good-sized acoustical shadow

**Anomaly 22**

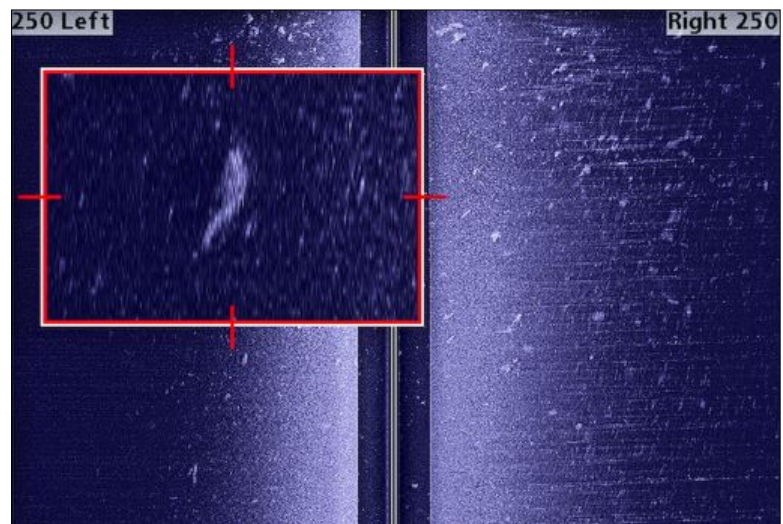
**Recorded:** 8/11/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 7 feet long

**Location:** Southwest Section

**Analysis:** This anomaly may be a small boat

**Anomaly 23**

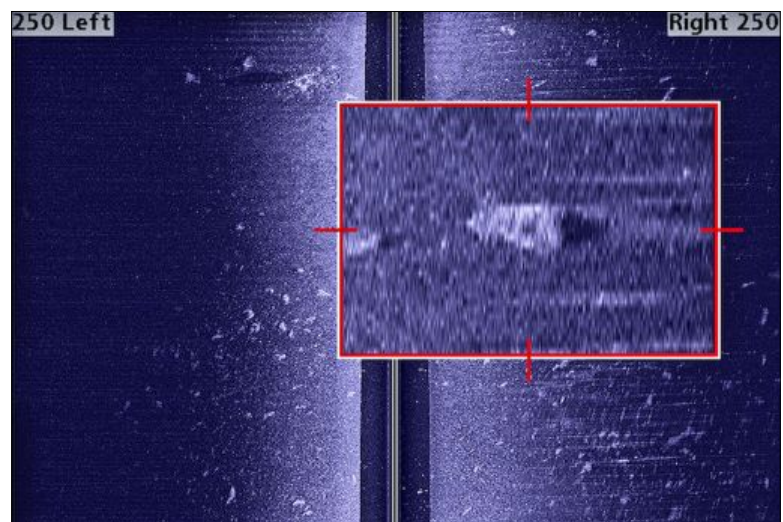
**Recorded:** 8/11/2012

**Identification:** Boat-shaped feature

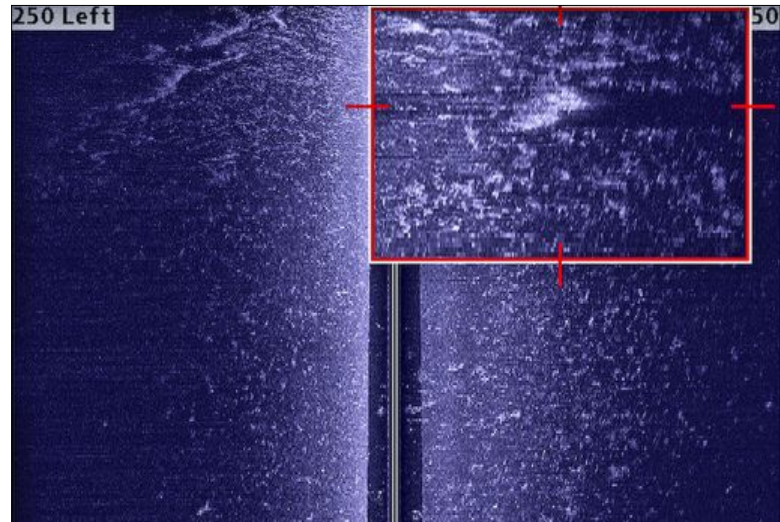
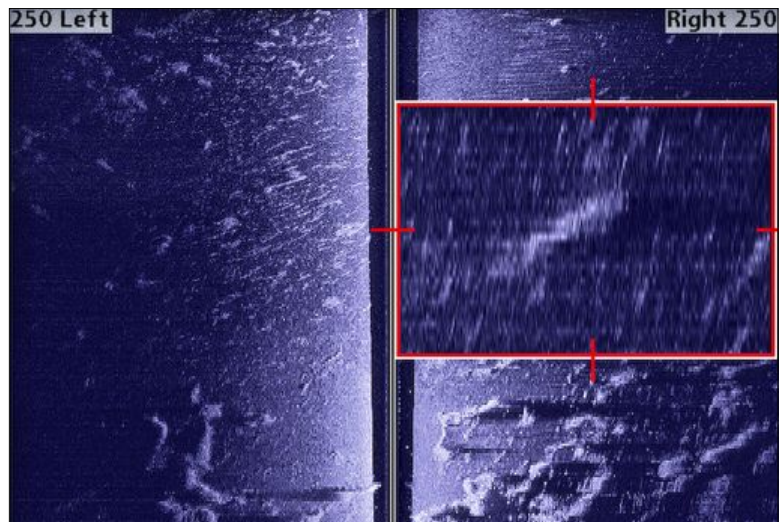
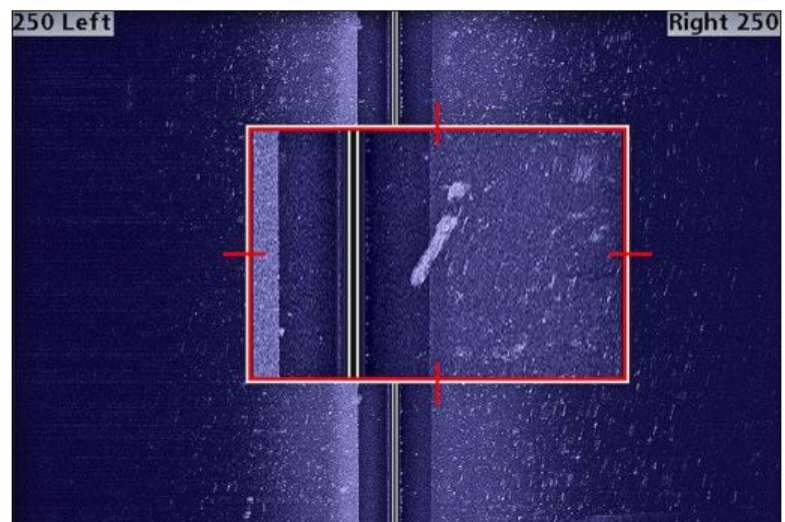
**Size:** Approximately 13 feet long

**Location:** Southwest Section

**Analysis:** This anomaly may be a small boat; it casts significant acoustical shadow





**Anomaly 24****Recorded:** 8/11/2012**Identification:** Boat-shaped feature**Size:** Approximately 32 feet long**Location:** Southwest Section**Analysis:** This anomaly may be a boat; it casts a significant acoustical shadow**Anomaly 25****Recorded:** 8/11/2012**Identification:** Boat-shaped feature**Size:** Approximately 14 feet long**Location:** Southwest Section**Analysis:** This anomaly may be a small boat; it casts a good-sized acoustical shadow**Anomaly 26****Recorded:** 8/11/2012**Identification:** Unknown**Size:** Unknown**Location:** North of Coney Island**Analysis:** This anomaly was recorded during a turn – causing a distortion of the image – and therefore its appearance is not accurate; there is an anomaly here, but its size and shape is unknown

**Anomaly 27**

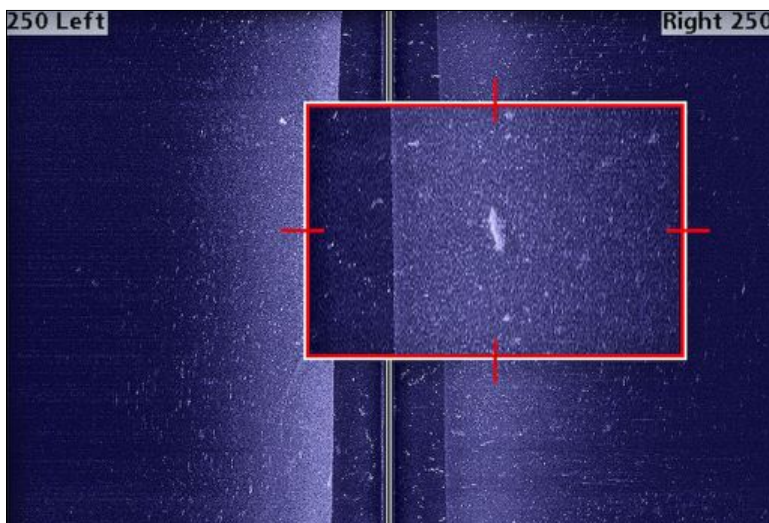
**Recorded:** 8/11/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 19 feet long

**Location:** North of Coney Island

**Analysis:** This anomaly may be a boat

**Anomaly 28**

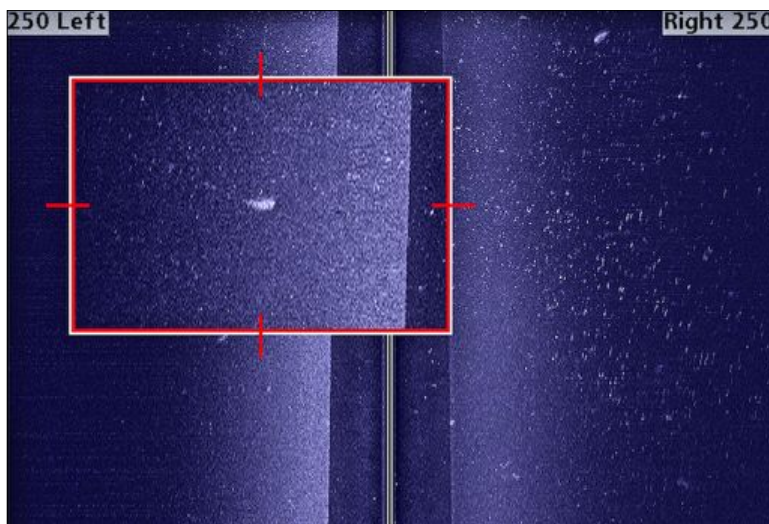
**Recorded:** 8/11/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 14 feet long

**Location:** Northeast of Coney Island

**Analysis:** This anomaly may be a small boat

**Anomaly 29**

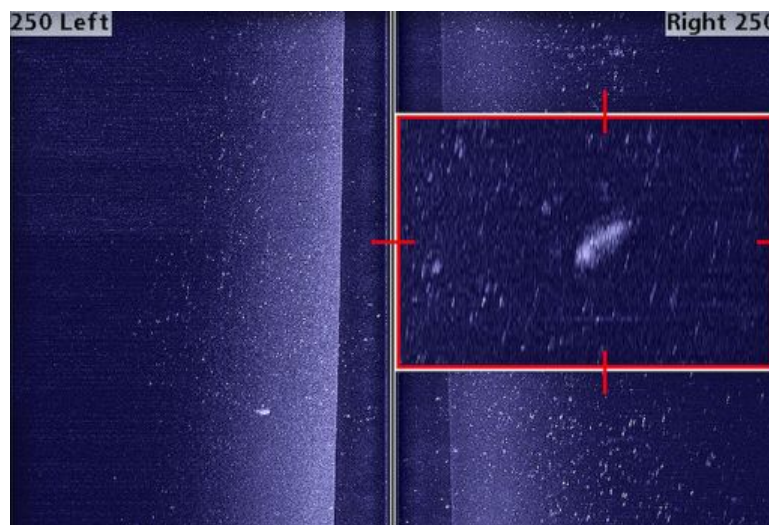
**Recorded:** 8/11/2012

**Identification:** Boat-shaped feature

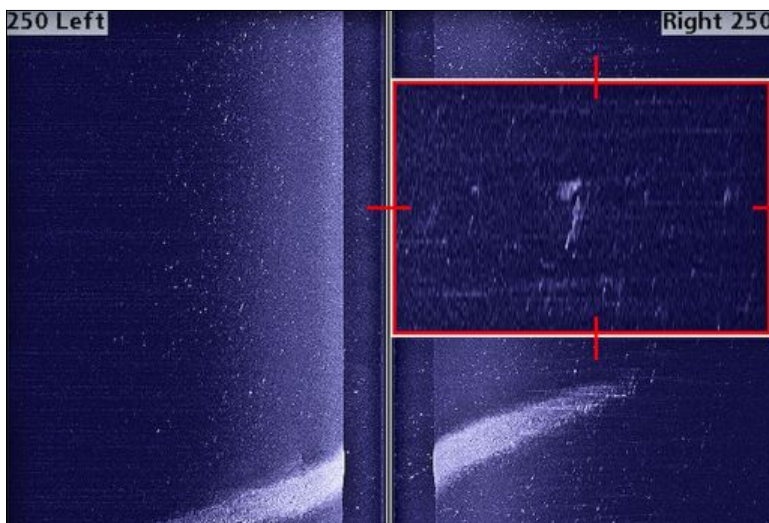
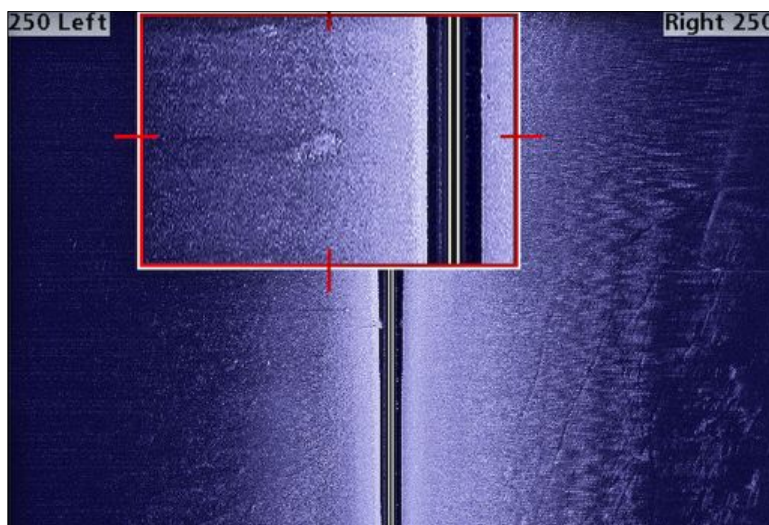
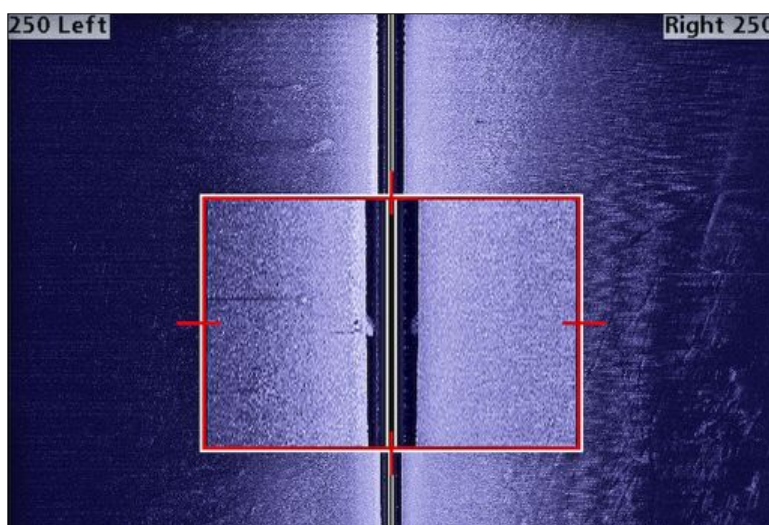
**Size:** Approximately 10 feet long

**Location:** Northeast of Coney Island

**Analysis:** This anomaly may be a small boat





**Anomaly 30****Recorded:** 8/11/2012**Identification:** Boat-shaped feature**Size:** Approximately 25 feet long**Location:** Northeast of Coney Island**Analysis:** This anomaly may be a boat**Anomaly 31****Recorded:** 8/11/2012**Identification:** Boat-shaped feature**Size:** Approximately 19 feet long**Location:** Southeast Section**Analysis:** This anomaly may be a boat**Anomaly 32****Recorded:** 8/11/2012**Identification:** Unknown**Size:** Approximately 14 feet long**Location:** Southeast Section**Analysis:** Unknown; but it shows substantial relief

**Anomaly 33**

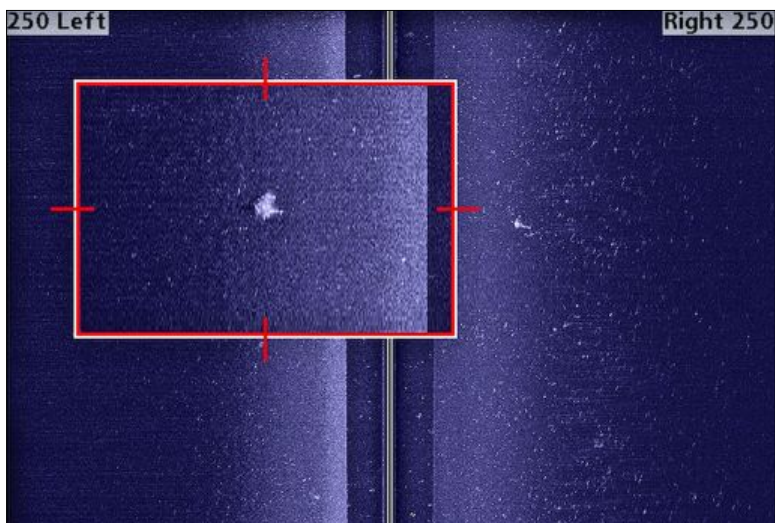
**Recorded:** 8/11/2012

**Identification:** Irregularly-shaped feature

**Size:** Approximately 18 feet long

**Location:** Southeast Section

**Analysis:** Unknown

**Anomaly 34**

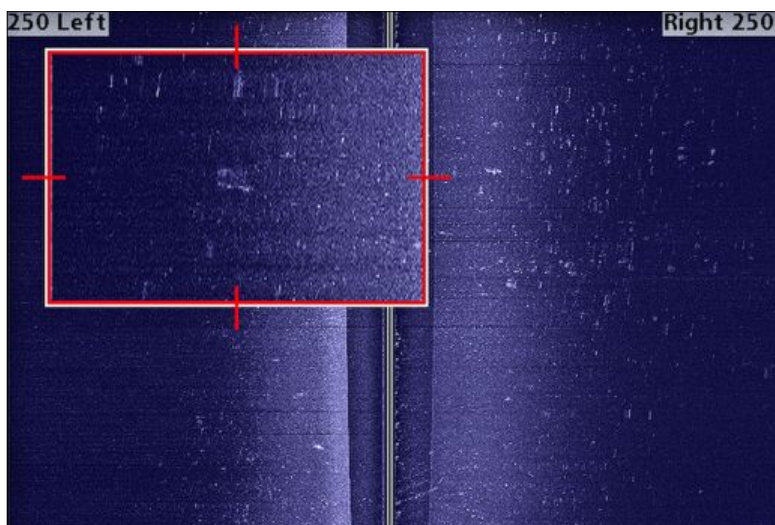
**Recorded:** 8/11/2012

**Identification:** Rectangular feature

**Size:** Approximately 12 feet long

**Location:** Southeast Section

**Analysis:** This anomaly may be part of a fish house

**Anomaly 35**

**Recorded:** 8/11/2012

**Identification:** Square feature

**Size:** Approximately 10 x 10 feet

**Location:** South of Coney Island

**Analysis:** This anomaly may be part of a fish house





**Anomaly 36**

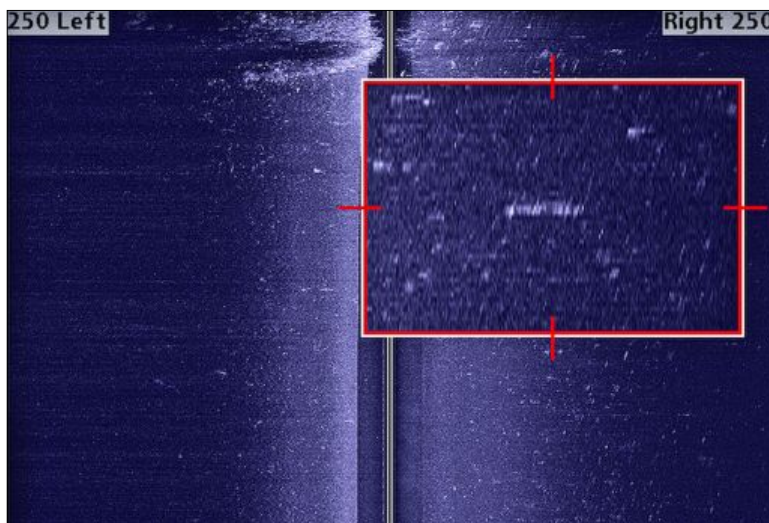
**Recorded:** 8/11/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 13 feet long

**Location:** South of Coney Island

**Analysis:** This anomaly may be a small boat

**Anomaly 37**

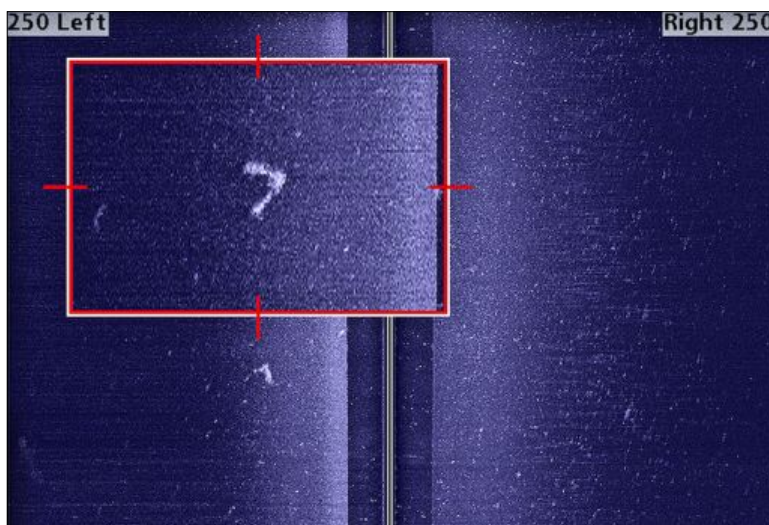
**Recorded:** 8/11/2012

**Identification:** L-shaped feature

**Size:** Approximately 17 by 32 feet

**Location:** Southeast of Coney Island

**Analysis:** Unknown, but this anomaly may be a boat that broke up during the wrecking process or part of a fish house

**Anomaly 38**

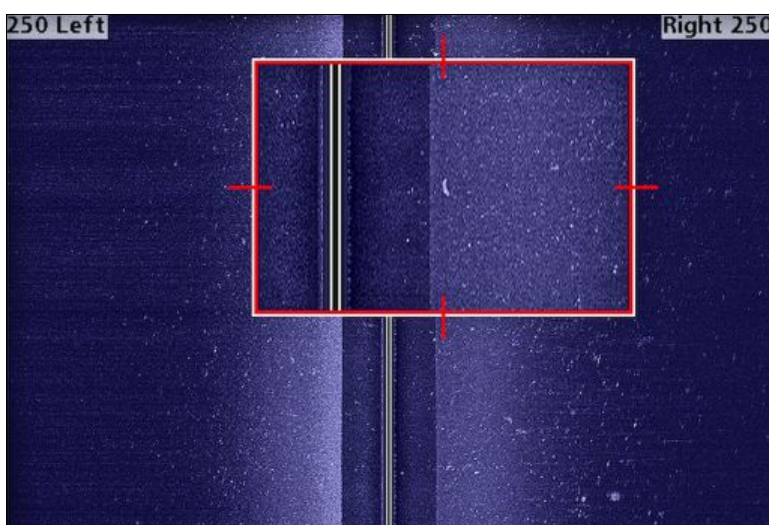
**Recorded:** 8/11/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 11 feet long

**Location:** Southeast of Coney Island

**Analysis:** This anomaly may be a small boat



**Anomaly 39**

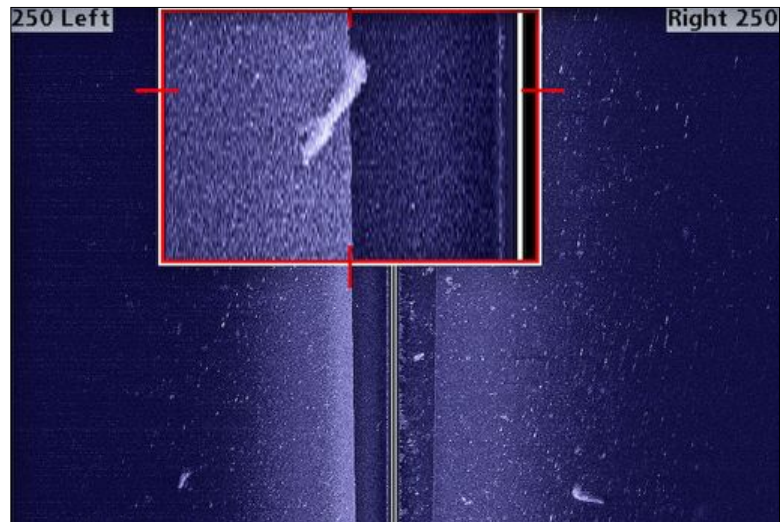
**Recorded:** 8/10/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 32 feet long

**Location:** Southeast Section

**Analysis:** This anomaly may be a boat

**Anomaly 40**

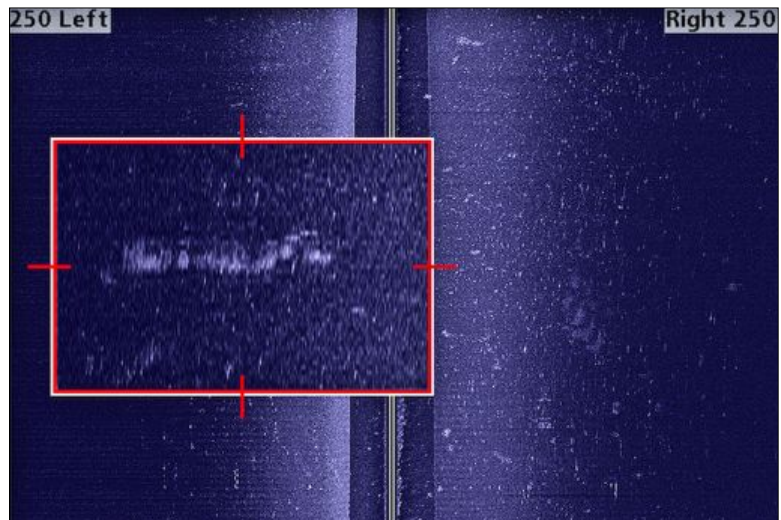
**Recorded:** 8/10/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 31 feet long

**Location:** Southeast Section

**Analysis:** This anomaly may be a boat

**Anomaly 41**

**Recorded:** 8/10/2012

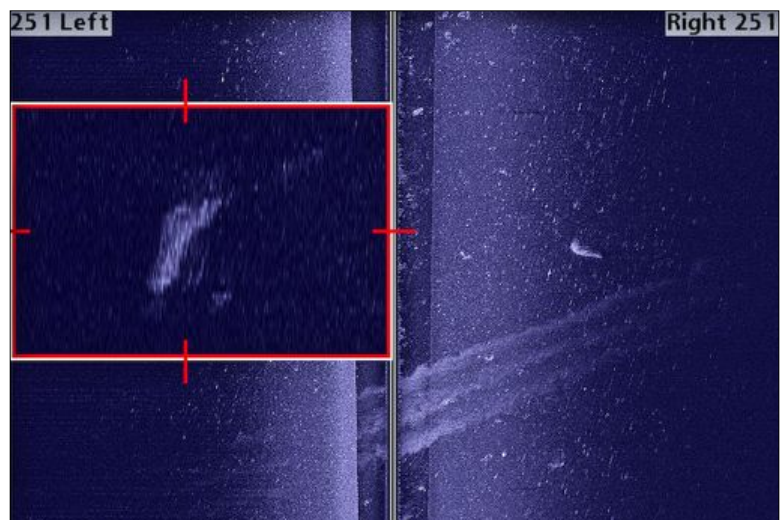
**Identification:** Boat-shaped feature

**Size:** Approximately 24 feet long

**Location:** Southeast Section

**Analysis:** This anomaly may be a boat

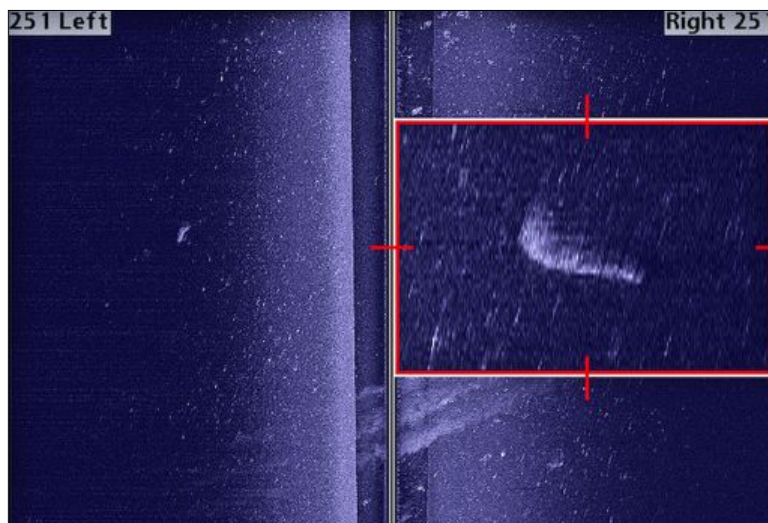
Note the remnants of a boat wake toward the bottom of the image



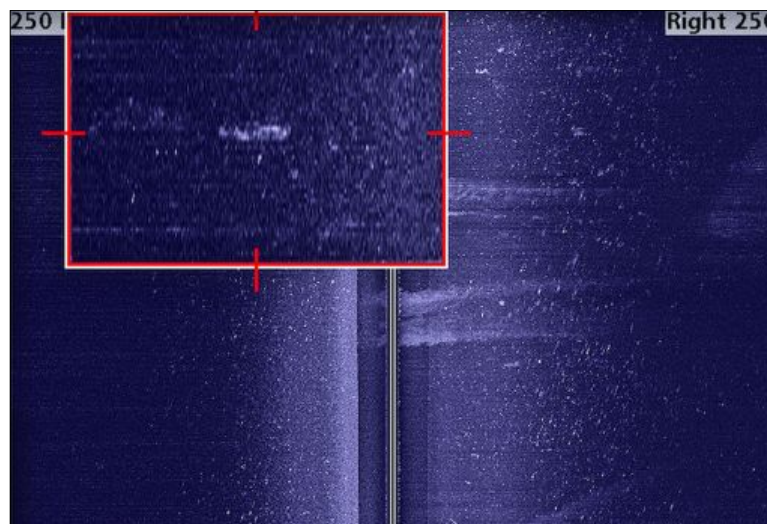
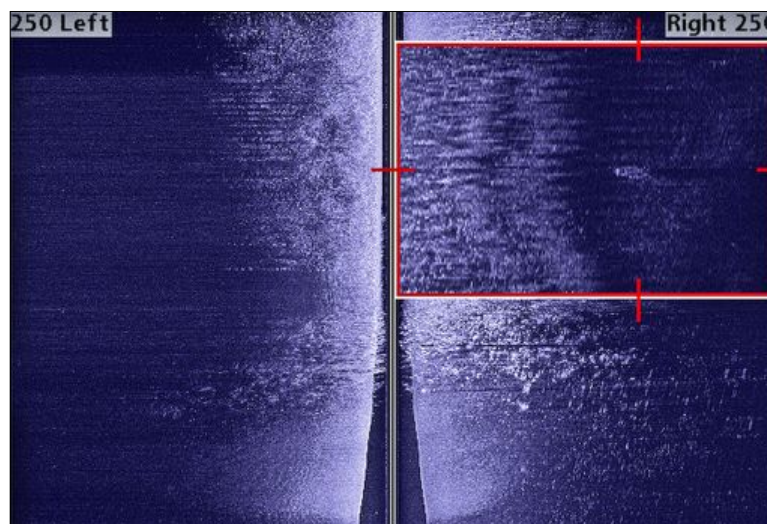


**Anomaly 42****Recorded:** 8/10/2012**Identification:** Boat-shaped feature**Size:** Approximately 32 feet long**Location:** Southeast Section**Analysis:** This anomaly may be a boat

Note the remnants of a boat wake toward the bottom of the image

**Anomaly 43****Recorded:** 8/11/2012**Identification:** Boat-shaped feature**Size:** Approximately 13 feet long**Location:** South of Coney Island**Analysis:** This anomaly may be a small boat

Note the remnants of 2 boat wakes in the middle of the image

**Anomaly 44****Recorded:** 8/11/2012**Identification:** Boat-shaped feature**Size:** Approximately 12 feet long**Location:** Off Waconia**Analysis:** This anomaly may be a small boat; it casts a significant acoustical shadow

**Anomaly 45**

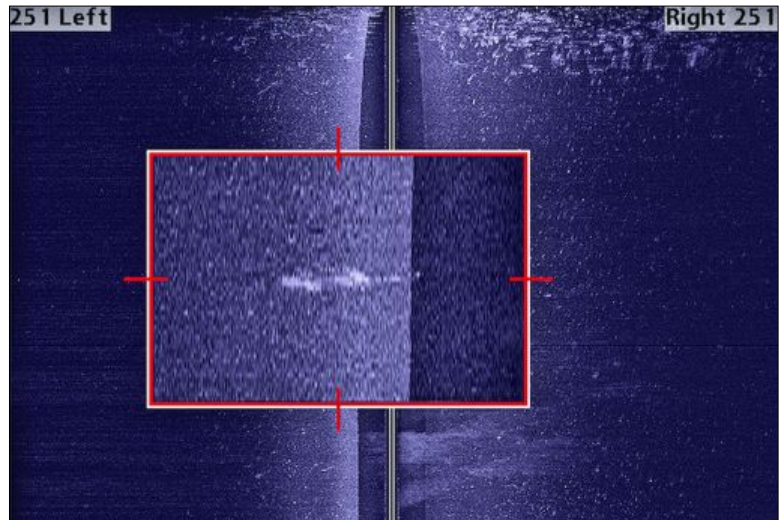
**Recorded:** 8/11/2012

**Identification:** Boat-shaped feature

**Size:** Approximately 18 feet long

**Location:** Off Waconia

**Analysis:** This anomaly may be a boat

**Anomaly 46**

**Recorded:** 8/11/2012

**Identification:** Irregularly-shaped feature

**Size:** Approximately 8 x 16 feet

**Location:** Southeast Section

**Analysis:** Unknown





## Recommendations

Maritime Heritage Minnesota has developed specific suggestions for future maritime historical and nautical archaeological work in Lake Waconia. Listed below are the 46 anomalies discussed above in an MHM-prioritized list from the LW portion of the WBLLWS Project. The goal of future fieldwork would focus on the SCUBA investigations of these anomalies to answer specific nautical archaeological and maritime historical questions that would result in the designation of new nautical archaeological sites if certain criteria are met. One aspect of future work in Lake Waconia must be mentioned; due to the shallow nature of the entire lake, all the anomalies defined during the WBLLWS Project would be relative shallow, easily accessible, and safe targets to dive upon.

- **1. Anomaly 27.** MHM is fairly confident that Anomaly 27 is a wreck but the sonar signature is not enough evidence to definitively determine its nature. Because of its location north of Coney Island, its approximate size of 19 feet, and because it lies in relatively shallow water (30 feet), MHM would make this anomaly its top priority when investigating Lake Waconia with SCUBA.
- **2. Anomalies 43, 44, 45.** These three anomalies lie between the town of Waconia and Coney Island and their sonar signatures are strongly suggestive of wrecks. They anomalies also lie in shallow water, between 5 and 21 feet, and their investigation by SCUBA would be safe, easy to accomplish, and MHM could quickly determine if these anomalies are nautical or underwater archaeological sites.
- **3. Anomalies 7, 8, 14, 23, 29, 31.** These anomalies are also strongly suggestive of wrecks – possibly even more so than Anomalies 43-45, whose location makes them only a slightly higher priority for MHM than these six anomalies. Anomalies 7, 8, 23, 29, and 31 have distinct boat-shaped sonar signatures that deserve investigation near the top of the LW list. Anomaly 14, while not as distinct as the others, is boat-shaped and is strikingly similar to the first image produced by MHM of the Wayzata Bay Wreck in Lake Minnetonka and therefore holds promise. These six anomalies are lie in 8-31 feet of water.
- **4. Anomalies 21, 28, 38.** These approximately 11-14 foot long anomalies may be small boats. The sonar signature of Anomaly 21 indicates that if this object is a boat, it may have a cockpit or at least an open area evident. These anomalies lie in 22-33 feet of water.
- **5. Anomaly 18.** This anomaly poses many questions. It appears to be a human-made object and as definite shape to it, even apparent beams. MHM theorizes that it may be boat that was damaged during the wrecking process. It lies in 23 feet of water and diving on Anomaly 18 will determine its identification.
- **6. Anomalies 3, 12, 13, 16.** The boat-shaped sonar signatures of these anomalies seemingly indicate that they have distinct sides – like gunwales. Anomalies 12 and 13 measure approximately between 25 and 30 feet long and

are good candidates to be one of the larger vessels that plied the lake. These four anomalies lie in 16-27 feet of water.

- **7. Anomalies 4, 6, 15, 34, 35.** Anomalies 4, 6, and 15 have defined rectangular signatures and are also similar to the first image produced by MHM of the Wayzata Bay Wreck in Lake Minnetonka. These factors hold promise that these anomalies are human-made and may represent barges, fish houses, or sections of docks. Anomalies 34 and 35 are irregular but mostly-square shaped objects with details in relief evident on their exposed surface. These five anomalies lie in 18-27 feet of water and are medium priority targets for MHM to investigate with SCUBA.
- **8. Anomalies 1, 36, 39.** These anomalies are long and thin and have less distinction as being 'boat-shaped' as those discussed above. However, they provide acoustical signatures that suggest they may be rectangular narrow-beamed barges. However, Anomaly 39 may have another identification altogether; part of the object was caught in the sonar's down image so it is skewed a bit, but the ends resemble a root ball and 'v' of a tree. This anomaly may be a large tree (32 feet long) that fell or blew into the lake and floated a distance before sinking in 30 feet of water. Diving on these anomalies will identify them and determine if they are submerged cultural resources.
- **9. Anomalies 11, 17, 24, 25, 41, 42.** These anomalies are somewhat boat-shaped and may be boats or other human-made objects. They lie in 12-28 feet of water and are of lower priority than the anomalies discussed above.
- **10. Anomalies 2, 10, 22, 30, 40.** These anomalies are not very defined and are vaguely boat-shaped. They lie in 19-30 feet of water and diving on them sometime in the future will determine if they are submerged archaeological resources.
- **11. Anomalies 20, 37.** These two anomalies are shaped like a 'V' and an 'L', and their identification cannot be confirmed without SCUBA. They lie in 22 and 27 feet of water, their sonar signatures are not distinctive, and they are a low priority.
- **12. Anomalies 5, 19.** These two anomalies are relative round in shape and MHM has no supposition as to their identities. Anomaly 5 has no acoustical shadow and lies in 25 feet of water while Anomaly 19 casts a significant shadow, indicating it stands off the bottom, and is in 22 feet of water.
- **13. Anomalies 9, 26, 32, 33, 46.** These remaining five anomalies are irregularly shaped objects and MHM has no theories as to their identification. As mentioned above, Anomaly 26's acoustical signature as shown in the sonar image is inaccurate because it was recorded during a turn where the sonar beam doubled back and recorded it twice. These five anomalies are the lowest priority for further research by MHM.

## Conclusion

In order to investigate Lake Waconia's anomalies MHM will design projects to maximize data retrieval through the utilization of interested and dedicated volunteer divers. MHM staff, both qualified and licensed underwater archaeologists and divers, will instruct all volunteers on the proper procedures for wreck assessment, documentation, preservation, conservation, and dive safety. Several documentation tools will be used for this work including digital still photography, digital video, hands-on measurements, measured drawings, and triangulation – all dependent on the site being investigated. By including interested, ethical, and responsible volunteers in our projects, MHM will educate a wider audience in the proper treatment of all Minnesota's finite underwater and nautical cultural resources – wrecks, maritime infrastructure, artifact clusters, and lone artifacts that can be found on the bottom of our lakes, rivers, and streams throughout the state.

Maritime Heritage Minnesota's completion of LW portion of the WBLLWS Project means that Lake Waconia is the second body of water within the state that has been completely surveyed using remote sensing archaeological techniques and White Bear Lake is the third. MHM has compiled a comprehensive list of priority targets on the bottom of Lake Waconia for nautical and underwater archaeological assessment and documentation. The list of anomalies set for investigation will undergo a basic Phase I documentation by MHM using SCUBA. This process will determine the nature of the anomalies – whether they are wreck sites, other types of sites, whether they qualify as archaeological sites, or if they are naturally occurring features. From this work, MHM will produce an inventory of newly identified Lake Waconia archaeological sites, their basic components, vital statistics, and site forms will be prepared if appropriate. The data collected during the LW portion of the WBLLWS Project will allow MHM to expand and augment our collective knowledge of Minnesota's finite submerged cultural resources.



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